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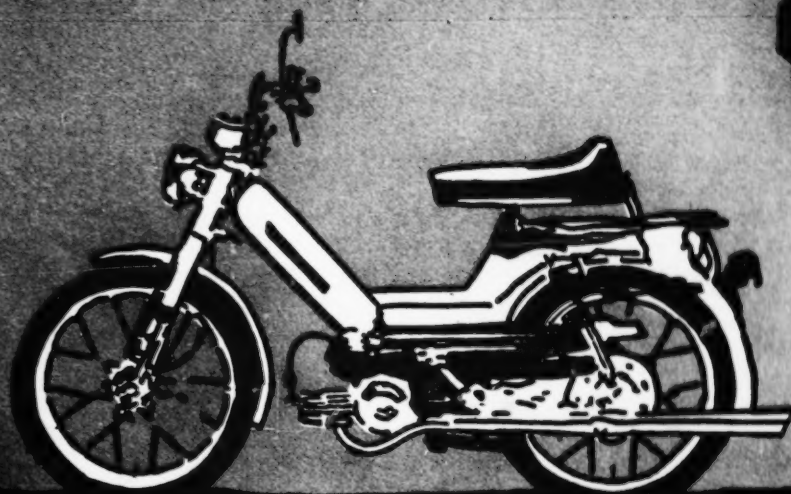
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ABSTRACT

This administrative guide is intended to assist those interested and involved in developing, administering, and teaching moped rider education in Iowa. It is divided into three parts. The first outlines the guide's purpose, presents the rationale behind moped rider education, and cites pertinent sections from the Iowa State Code and Iowa Administrative Code. Discussed in the second section are the following aspects of course organization and administration: sponsorship; liability; cost factors; student fees; student enrollment, performance, and evaluation policies; approved program standards (pertaining to teacher qualifications, public school and other programs, content- and time-base programs); approval procedures; certificates of completion; and moped driver's license application procedures. The third section, which constitutes the bulk of the document, discusses the following topics: course content, instructional objectives, transparency/copier masters, teaching tips concerning transparency/copier masters, slides, teaching tips concerning slides, Code of Iowa reprints, Iowa Administrative Code reprints, audiocassettes, videocassettes, questions for determining a person's moped intelligence quotient, printed materials, other resources, use of mopeds for instruction, riding sessions, driver's licenses, financial responsibility, waiver forms, evaluation items, and program evaluation. (MN)

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MOPED RIDER EDUCATION



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FOREWORD

Development of this guide was facilitated by and in accordance with the provisions of Highway Safety Project 86-09, Task 2, and was authorized and approved by the Governor's Traffic Safety Bureau of the Iowa Department of Public Safety in cooperation with the U.S. Department of Transportation, National Highway Traffic Safety Administration.

The opinions, findings and conclusions expressed in this publication are those of the author or those specifically referenced and are not necessarily those of the Governor's Traffic Safety Bureau or the National Highway Traffic Safety Administration.

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1.0 INTRODUCTION

1.1 PURPOSE OF GUIDE

This administrative guide is designed to aid those interested and involved in developing, administering and teaching moped rider education in the state of Iowa. Inasmuch as instruction of the various knowledge, skill, attitude and performance factors can be foundational to safe operation and control, it also recognizes the potential for prevention and avoidance of collisions that can produce injury and death. Conservation of human life, property damage, time and money can be advanced through moped rider education.

1.2 RATIONALE FOR MOPED RIDER EDUCATION

Moped rider education in Iowa is based on a need for the preparation of beginning riders. It is consistent with general educational goals of providing the kind of instruction which students need or will be using in their normal activities of daily life.

It is especially important because graduates of an approved course become eligible for obtaining a moped driver's license at the minimum age of fourteen (14) years. This is a significant factor since most drivers at this age would lack having had the opportunity of completing a driver education course. In addition to this, most would lack the experience of operating a motor vehicle solo in traffic and their initial experiences could be made safer by having completed a moped rider education course.

It is interesting to note that according to Iowa law that no one is required to take the course nor is anyone required to offer or teach the course.

The Moped Task Analysis served as the research basis for identification of the knowledge and skills vital for safe moped operation. Four types of instructional objectives were derived and include performances, knowledges, skills and attitudes. Performance objectives address the behaviors required for safe moped operation. Knowledge objectives are foundational and supportive of the performance objectives. They identify the information necessary for achieving the performance objectives. Skill objectives bridge the gap between the knowledge and performance objectives. They are necessary in applying the perceptual, manipulative and mental abilities that contribute to achieving the performance objectives. Attitude objectives are fundamentally related to the performance objectives, but are paramount in acquiring and utilizing the knowledge and skill conducive to safe moped operation. They are presented in the form of beliefs or opinions that can help in the motivation of students toward safe performance.

1.3 THE CODE OF IOWA

Section 321.189 of the Code is referenced here as the legal authorization for the offering of moped rider education and its subsequent application regarding persons fourteen or fifteen years of age. For additional information see item 3.8.

1.4 THE IOWA ADMINISTRATIVE CODE

Chapter 6 contains the specific requirements pertaining to moped rider education. For approval procedures or course content, see item 2.8. For complete details of program standards, see item 3.9.

2.0 ORGANIZATION AND ADMINISTRATION

2.1 SPONSORSHIP

Iowa law does not require any school or agency to offer or make available moped rider education. Inasmuch as it does require courses to be satisfactorily completed by those desiring to obtain moped driver licenses who are fourteen or fifteen years of age, it therefore gives authorization for public schools or nonpublic schools to offer such courses in compliance with the provisions of the Iowa Administrative Code.

2.2 LIABILITY

This is a recognized factor needing consideration by any school or agency offering moped rider education. The type and amount of coverage is to be determined by the course sponsor.

2.2.1 Insurance

This is a wise consideration for any school or agency that intends to offer moped rider education. Two basic types of insurance may warrant attention - the liability interests of the sponsor and additional coverage for mopeds if they are used in the course. Sponsors should check with their insurance agents for details.

2.2.2 Self Insured Status

Any school or agency desiring to operate on a self-insured basis should consult their legal counselors to be aware of the risk and feasibility factors.

2.2.3 Waivers of Indemnification

Waiver forms should be signed by students on which they acknowledge and accept the risks involved in moped rider education and agree to not hold the sponsor and instructor legally responsible for any subsequent mishap or injury. These forms are recommended for use in courses which schedule actual moped operation by students. Although the waiver form does have legal admissibility in court, it does not necessarily relieve liability from being assessed. It does serve to show that the signatories had knowledge that a certain risk did exist and they accepted it by signing the form. A model form can be seen in item 3.20. Note the provision for parents signing if their son or daughter is under age 18.

2.3 COST FACTORS

The cost of moped rider education courses continues to be met through fees paid by those taking the course. Funds for reimbursement have never been established by the state.

Cost factors include all the items necessary for offering the course. The instructional costs usually include the instructor's salary, room facilities, temperature conditioning, audio-visual materials, projectors and equipment necessary to utilize the audio-visual materials, student consumable materials, administrative and secretarial staff time and additionally those items pertaining to a range program including mopeds, insurance, and other related items.

2.4 STUDENT FEES

The Code permits the charging of student fees to defray the expenses of offering an approved moped rider education course. Beside the instructional cost factors already mentioned, the time element is an indirect factor that most directly affects instructor salary.

2.4.1 Public Schools

They may legally charge students a fee which is equal to but not in excess of the actual cost of instruction. Merged area schools are recognized as public schools.

2.4.2 Other Than Public Schools

Those non-public schools, police departments, fraternal organizations, civic agencies, moped dealers or other agencies which are approved and licensed to offer moped rider education may charge student fees without any limitation or restriction.

2.5 STUDENT ENROLLMENT POLICIES

Policies should be established that provide for the equity of students desiring to enroll in moped rider education. Courses may be offered at any reasonable time and at the convenience of both students and teachers. Common sense should determine the length of any instructional period and with consideration of attention spans and fatigue factors.

An important factor to include in this policy is the age of the student. Since the law doesn't specify any, the decision is with the course administrator. It would appear that fourteen and fifteen year old students are the most appropriate ages since those are the licensable ages. However, it should be anticipated that thirteen year old students would want to become qualified so that upon reaching age fourteen, they are eligible to apply for a moped driver's license. Another concern of students is to be able to enroll in a class which is available rather than chance missing a class potentially scheduled in the future.

2.6 STUDENT PERFORMANCE

Policies identifying student performance should be implemented that address anticipated actions as future moped operators. These can be identified through the instructional objectives. The other type of performance relates to their behavior and participation in the instructional sessions of the classroom and the range. The value of having such a policy is to foster a better understanding by both the instructor and the students. Progress is more readily achieved when direction is known and understood by all participants. Acceptance is greater of the known than the unknown.

2.7 STUDENT EVALUATION

An evaluation process should be established which clearly specifies the criteria that will be employed with all students to assure successful attainment of the instructional objectives and provide evidence that the students successfully completed the course, not merely attended. This is especially important to those programs that do not offer the range phase in which students actually operate mopeds.

Having standards of achievement provides motivation to students to participate more fully and provides documentation for issuing Certificates of Completion to those students who are evaluated and meet or surpass the minimum standards.

2.8 APPROVED PROGRAM STANDARDS

The Iowa Administrative Code specifies the factors needed

for compliance regarding an approved program. It covers numerous areas as indicated in the following.

Operator and Moped Preparation

Route Selection	roadway/type composition shoulder availability traffic speeds and patterns personal skill and capabilities
Protective Clothing	pants, jacket, shoes, helmet, eye protection, injury protection value and conspicuity
State Laws	age, licensing, financial responsibility, helmet regulations, street operation and motor vehicle laws
Moped Inspection	appearance, condition, prevention value, legal compliance, equipment
Post Operation	engine shut down parking and securing

Basic Control Skills

Starting the Engine	location of controls techniques of activating ignition
Turning	effects of body lean moped lean steering speed
Stopping	brake systems location of controls surface variations determination of stopping distances lockup avoidance and effects

Safe Riding Practices

Communication	use of conspicuity producers signaling use of brakes and lights
Seeing	IPDE hazard identification traffic awareness mirror adjustments--both sides

	shoulder checks signs, signals and markings selection of escape routes stability and control
Maintaining Separation	safe following distance and selection factors affecting distances and selection lateral separation intersection concerns visibility factors and distances surface irregularities overtaking vehicles
Positioning	moped placement in and within lane
Speed Control	roadway characteristics other vehicle and interaction surface irregularities
Hazards Perception	identification techniques of perception
<u>Complex Situations</u>	
Limited Visibility	speed adjustment space adjustment increased conspicuity
Adverse Weather	wind and turbulence speed selection operation determination
Critical Situations	surmounting obstacles lateral and longitudinal irregularities quick stops evasive maneuvering leaving the roadway
Malfunctions	common causes of engine failure response actions
<u>Moped Care</u>	
Inspection	pretrip inspections periodic maintenance
Maintenance	individual owner/operator dealer

2.8.1 Public Schools

The approval standards are contained in the Iowa Administrative Code and simply relate to filing an Application for Approval with the Department of Education. Program and teacher information is required for analysis and approval is based on meeting the legal provisions. There is not a fee for filing or offering a program that is sponsored by a public school or a merged area school.

2.8.2 Other Than Public Schools

The requirements leading to approval of moped rider education courses is similar to those offered by public schools. The major differences relate to the non-public school or other agency meeting the licensing prerequisites of Chapter 714, the Code, and being licensed by the Iowa Department of Transportation. There is an annual license fee. Contact personnel in the Bureau of Instruction and Curriculum, Department of Education, for additional information.

2.8.3 Teacher Qualifications

Teachers of an approved moped rider education course need to possess a valid Iowa Operator's or Chauffeur's driver license and be able to operate a moped.

2.8.4 Time Base

All approved programs must include the instructional concepts and components pertaining to moped rider education contained in the Iowa Administrative Code. These are listed in item 3.2. When programs are offered as time base programs, the minimum length is six hours of classroom instruction. Specified times or intervals are not designated, so instruction can be arranged at the discretion of the program administrator. Many have found that more than the minimum time is needed and courses can be scheduled beyond the six hours.

2.8.5 Content Base Courses

The important consideration to be made in offering moped rider education is what the students learn, not how long it takes them to learn. Courses can be structured without a time basis. Most instructors however, structure on the six hour time base course because they have found it takes at least that long to cover the concepts. Either way by combining use of the transparencies and slides, the instructional concepts can be achieved. For a listing of the concepts, see item 3.2.

2.9 APPROVAL PROCEDURES

In accordance with the Iowa Administrative Code, the following provisions have been established.

2.9.1 Application

All moped rider education programs must be approved by the Iowa Department of Education. Application for Approval forms are available from the Department of Education. Approval of programs must be made prior to starting a course so the application forms should be submitted several weeks before a program commences. Course approval extends through December 31 of the year in which it is given.

2.9.2 Licensing

Non public schools and agencies, need to be approved and also licensed. Approval applications are to be submitted to the Department of Education for response. Subsequent to the program and teacher being approved, the application is forwarded for licensing action to the Department of Transportation, Office of Driver Services. Currently the annual licensing fee is \$25.00. Checks should be addressed either to the Iowa Department of Transportation or the State Treasurer of Iowa. The license is valid through December 31 of the year of issuance regardless of when it is issued.

2.10 CERTIFICATES OF COMPLETION

These verify that students have successfully completed an approved moped rider education course. Course instructors and administrators may request them from their local driver license examiners upon presentation of their copy of the Application for Approval showing that their program has been approved. The certificates must be accurate without erasures, strike-overs or crossouts. The certificates should be obtained in advance of the course offered so they can be issued to students upon successful completion of the course.

The certificates need to have the names of the school administrator and the moped rider education teacher on them. One live signature is required.

2.11 MOPED DRIVER'S LICENSE APPLICATION PROCEDURES

A moped driver's license applicant under the age of 18 years must present an affidavit signed by a parent or guardian, must be at least 16 years of age, or at least 14 years of age if an approved moped rider education has been

successfully completed and who submits a Certificate of Completion, passes a vision test and a written test on Iowa driving laws. Upon payment of the state established fee, a moped driver's license will be issued.

3.0 INSTRUCTIONAL MATERIALS

3.1 MOPED RIDER EDUCATION ADMINISTRATIVE GUIDE

This administrative guide will serve as a ready reference for the moped rider education course. The Table of Contents will facilitate finding specific details dealing with the legal or instructional aspects of offering or teaching a course.

3.2 COURSE CONTENT

The course content is contained in Chapter 6 of the Iowa Administrative Code and listed here for ready reference.

1. Operator and Moped Preparation
 - A. Knowledge of Iowa driving laws
 - B. Knowledge of Iowa vehicle registration requirements
 - C. Vehicle inspection
 - D. Protective clothing and devices
 - E. Risk assessment
 - F. Route selection
2. Basic Control Skills
 - A. Starting procedures
 - B. Speed control
 - C. Turning
 - D. Stopping
3. Safe Driving Practices
 - A. Use of lights and warning devices
 - B. Signaling
 - C. Maintaining directional control
 - D. Perception skills and seeing
 - E. Use of mirrors
 - F. Hazards recognition
 - G. Speed control
 - H. Lane positioning
 - I. Intersection concerns and conflicts
 - J. Following distances
 - K. Lateral separation
 - L. Overtaking and passing techniques
4. Complex Situations
 - A. Limited visibility
 - B. Adverse weather

- C. Critical situations
- D. Malfunctions
- 5. Moped Care
 - A. Inspection
 - B. Maintenance

3.3 INSTRUCTIONAL OBJECTIVES

The following objectives focus attention on four different, but vital aspects of preparation for safe moped operation. They identify and address performances, knowledges, skills and attitudes.

Performance objectives describe the behaviors vital to the safe operation of mopeds.

Knowledge objectives are foundational to and supportive of the performance objectives. Knowledge of information which relates to specific performance objectives will facilitate their attainment.

Skill objectives bridge the gap between knowledge and performance objectives. They identify the abilities necessary for developing and achieving the desired performance capabilities. Basically they include three types of skills - perceptual, manipulative, and mental.

Attitude objectives are instrumental in the safe operation of mopeds and are expressed in terms that clarify or amplify beliefs or opinions. Also, they can be motivational for recognizing and accepting the fact that they can have favorable results in acquiring and maintaining safe operational control when applied.

The Moped Task Analysis will aid in giving direction to the establishment of programs which would involve instruction in the classroom and on the mopeds. Although Iowa law does not require both phases of instruction, both are presented to provide direction for those programs which will be offering both phases.

Unit I - Operator and Moped Preparation

Purpose: To enable the student operator to initiate and terminate operation.

Functions:

- 1) Preparing Self
- 2) Preparing Moped
- 3) Post Operation

1. Preparing Self

Performance Objectives

The student operator must:

1. Determine optimal route for intended purposes.
2. Select suitable eye protection, helmet and clothing, and adjust them for proper fit.
3. Comply with state laws relating to moped operators.

Knowledge Objectives

The student operator must know:

1.
 - A. Roadway type, composition, and availability of shoulder.
 - B. Traffic type, patterns and speed.
 - C. Personal skill and capabilities.
2.
 - A. The appropriate safety and comfort characteristics of clothing, including shoes and pants, jacket, and helmet, including "bicycle" and "jet" styles.
 - B. Proper type of protection.
 - C. Relationship of proper clothing to injury prevention.
 - D. Relationship of proper clothing to seeing and being seen.
3.
 - A. State operator age limits, licensing rules, insurance requirements and helmet regulations.
 - B. State motor vehicle laws pertaining to moped operation on public streets.

Attitude Objectives

The student operator must believe that:

1. The moped's lack of power makes traffic a hazard.
2.
 - A. Wearing a helmet, eye protection and other protective clothing will reduce the chances and severity of injury.
 - B. It is better to incur the expense and inconvenience of obtaining and wearing protective equipment than it is to suffer the consequences of an injury.

2. Preparing Moped

Performance Objectives

The student operator must:

1. Be able to perform an inspection of tires, spokes, mirrors, chains, belts, fuel, lights and horn for proper functioning, correct adjustment and lubrication.

2. Comply with state laws and regulations relating to moped registration requirements, maximum engine limits, and equipment regulations.

Knowledge Objectives

The student operator must know:

The normal appearance and operating condition of each part for maximum vehicle control and prevention of malfunctions and accidents.

Attitude Objective

The student operator must believe that:

It is better to perform a pre-operative inspection than it is to have a malfunction or engine stall while operating.

3. Post Operation

Performance Objectives

The student operator must:

1. Shut off the moped engine by activating the engine stop switch and ignition key, if equipped.
2. Turn off the fuel valve, park the moped and engage security devices.

Knowledge Objectives

The student operator must know:

The location of the engine stop switch and ignition key, if equipped, and the proper procedure for using them.

Unit II - Basic Control Skills

Purpose: To enable the student operator to start the moped engine, ride and stop in a controlled environment.

Functions:

- 1) Starting the Engine
- 2) Turning
- 3) Stopping

1. Starting the engine

Performance Objectives

The student operator must:

1. Prepare the engine for starting by placing the fuel valve, engine stop switch, choke, fuel enrichment device and ignition key, if applicable, in the proper position.
2. Be able to start the moped while it is on the

stand and while moving by coordinating starter lever, throttle, and the pedals (if it has them).

Knowledge Objective

The student operator must know:

The location and proper operation of the fuel valve, engine stop switch, choke and fuel enrichment device.

Skill Objective

The student operator must be able to:

Coordinate the moped's starter lever, throttle and pedals (if it has them).

2. Turning

Performance Objectives

The student operator must:

1. Be able to follow a normal curved path.
2. Be able to make a quick turn.

Knowledge Objective

The student operator must know:

The effects of body and moped lean, steering and speed upon turning.

Skill Objectives

The student operator must be able to:

1. Coordinate steering and throttle adjustment to maintain balance and control.
2. Coordinate steering, throttle adjustment and body lean to initiate and terminate a quick turn.

3. Stopping

Performance Objectives

The student operator must:

1. Be able to come to a gradual stop at a predetermined place using both brakes.
2. Be able to come to a rapid stop.

Knowledge Objectives

The student operator must know:

1. A. The relative capability of each brake.
B. The brake that each lever controls.
C. Variations in stopping distance caused by

different surface conditions.

Skill Objectives

The student operator must be able to:

1. Judge the amount of brake force needed and distance required to stop the moped from any given speed.
2. Apply both brakes maximally without locking them.

Unit III - Safe Riding Practices

Purpose: To enable the student operator to cope with various roadway surfaces and configurations and to interact with other road users.

- Functions:
- 1) Communication
 - 2) Seeing
 - 3) Maintaining Separation
 - 4) Positioning
 - 5) Speed Control
 - 6) Hazard Identification

1. Communication

Performance Objectives

The student operator must:

1. Use lights, reflective materials and equipment, horn and/or other warning devices to make other road users aware of the moped's presence.
2. Signal all lateral movements and speed reductions.
3. Use brake light to communicate the moped's presence to overtaking vehicles, during conditions of limited visibility, when reducing speed or when stopped.

Knowledge Objectives

The student operator must know:

1. Situations and maneuvers requiring communication of intentions and presence to improve safety.
2. The proper amount of brake lever force necessary to illuminate the brake light.

Attitude Objectives

The student operator must believe that:

1. Because the moped is difficult for other motorists to see, the moped operator must perform all possible visual search activities.

2. Vehicles approaching from the side will not necessarily yield the right-of-way.
3. Accident avoidance requires the observation of traffic from the rear.
4. Over-the-shoulder observation is necessary to avoid accidents.
5. The threat from overtaking vehicles justifies seeking escape paths.

3. Maintaining Separation

Performance Objectives

The student operator must:

1. Maintain a sufficient following distance to permit adequate time to respond to changes in speed or direction of vehicle ahead.
2. Achieve adequate lateral separation within lane from slow-moving, standing, stopped or parked vehicles, vehicles from the side, bicycles and pedestrians.
3. Maintain adequate separation from overtaking and passing vehicles when making a left turn.
4. Maintain adequate separation from overtaking, passing or right turning vehicles when proceeding straight across an intersection.
5. Maintain adequate separation from roadside obstructions and debris when operating in a straight line, proceeding across intersections or making a right turn.
6. Maintain adequate separation from surface obstructions including debris, potholes and loose gravel, and from surface irregularities including degraded roadway edges, longitudinal irregularities and metal grates.
7. Respond to overtaking vehicles approaching too quickly or following too closely.

Knowledge Objectives

The student operator must know:

1.
 - A. The condition under which a moped's speed must be regulated, including when operating in urban areas and on gradients.
 - B. How to compute following distance by counting.
 - C. The distance required to stop a moped when operating at different speeds and in different conditions.
2.
 - A. Proper turning maneuvers necessary to maintain separations while making left turns, including a standard left turn, a delayed left turn and a perimeter left turn.
 - B. The type of intersection, traffic

conditions and level of visibility which determines appropriate left turn maneuvers.

Skill Objectives

The student operator must be able to:

1. Judge acceptable following distances.
2. Judge closing distances and speeds of overtaking vehicles from mirror images.

Attitude Objectives

The student operator must believe that:

1. A. Vehicles ahead will often stop without warning.
B. Because a moped has limited braking capabilities, it is important to leave sufficient room to stop behind the vehicle ahead.
2. Other vehicles or road users in a moped's lane will behave erratically enough to cause an accident.
3. It is better to take additional time to turn left using the proper maneuver than it is to proceed through an intersection using an unsafe turn maneuver.
4. A. Other motorists at intersections often will not see a moped.
B. Motorists at intersections will make unexpected directional changes.
5. A. Roadside obstructions will not allow sufficient clearance for extended moped parts such as pedals and rear wheel during a right turn.
B. Roadside debris will reduce surface friction enough to cause loss of control.
6. It is better to move off of the roadway and allow other vehicles to pass then it is to force them to follow.

4. Positioning

Performance Objectives

The student operator must:

1. Operate in the right lane except when avoiding obstacles or preparing for a standard left turn.
2. Operate in the appropriate lane position in terms of lane width, traffic factors, intended maneuver and type of street (one way or two way).

Knowledge Objectives

The student operator must know:

1. The importance of being separated from faster moving traffic.
2. The relationship between those factors which determine proper lane position, i.e., lane width, speed of traffic, traffic density, intended maneuver and hazard to the moped operator.

Attitude Objectives

The student operator must believe that:

1. Because a moped is a relatively slow-moving vehicle, it is safer to operate in the right or slowest moving traffic lane.
2. Improper lane positioning increases a moped's exposure to hazard.

5. Speed Control

Performance Objectives

The student operator must:

1. Adjust speed to changing roadway characteristics, including different roadway configurations, gradients and surface conditions.
2. Adjust speed to permit maximum maneuverability when encountering other road users including passing vehicles, adjacent vehicles, bicyclists and pedestrians.
3. Operate at a speed which allows the moped to stop behind or maneuver around slow-moving or stopped vehicles, surface obstacles or irregularities in the path ahead.

Knowledge Objectives

The student operator must know:

1. The effect of different roadway characteristics upon the ability of mopeds to change direction and stop.
2. Which vehicles, obstacles or irregularities ahead may require mopeds to maneuver around or stop behind.

Attitude Objectives

The student operator must believe that:

1. Even though mopeds are low-powered vehicles, failure to adjust speed to changing roadway characteristics will create hazardous situations for the moped operator.
2. Other road users will behave erratically.

6. Hazard Perception

Performance Objective

The student operator must:

1. A. Perceive cues of potential hazardous actions by other roadway users, including:
Open car door, e.g., brake lights of a parallel parked vehicle shutting off.
Pedestrian in roadway, e.g., pedestrian ahead standing on side of roadway or between parked cars.
Adjacent right turning vehicle, e.g., right turn signal of adjacent vehicle is activated.
- B. Identify hazards which the moped is approaching including:
Loose surfaces, e.g., gravel near roadway edge, especially at intersections.
Lateral irregularities, e.g., railroad tracks, speed bumps.
Longitudinal irregularities, e.g., diminishing street or lanes, roadway edges.
Surface obstructions, e.g., debris which has been spilled on the roadway by trucks or other vehicles.

Attitude Objective

The student operator must believe that:

Because mopeds are hard to see when they operate near the edge or roadways, they are vulnerable to many roadway and roadside hazards.

Unit IV - Complex situations

Purpose: To enable the student operator to deal effectively with conditions which complicate moped operation beyond normal roadway and traffic conditions.

Functions:

- 1) Limited visibility
- 2) Adverse weather
- 3) Critical situations
- 4) Malfunctions

1. Limited Visibility

Performance Objectives

The student operator must:

1. Adjust speed to operate within range of the moped's headlight during hours of darkness and limited visibility.

2. Increase separation when operating during conditions of limited visibility.
3. Increase conspicuity when operating during conditions of limited visibility by using reflective clothing, other reflective material, headlight and brakelight.

Knowledge Objective

The student operator must know:

The range of visibility provided by the magneto-powered headlight at different speeds.

Attitude Objectives

The student operator must believe that:

1. By operating too fast for visibility conditions, moped operators may become subject to hazards which they cannot even see.
2. During conditions of limited visibility, the ability of all motorists to judge closure rates is decreased.
3. A. Utilizing reflective items and available lights will reduce the chances of accidents and injury.
B. It is better to incur the expense and inconvenience of obtaining and utilizing extra reflective clothing and materials than it is to suffer the consequences of an injury or property damage as the result of an accident.

2. Adverse Weather

Performance Objectives

The student operator must:

1. Be able to maintain balance and control when operating in wind conditions.
2. Reduce speed and increase separations when operating in wind, cold, rain, snow or ice conditions.
3. Avoid operation when maintaining control of the moped interferes with safe operating procedures.

Knowledge Objectives

The student operator must know:

1. How head, tail and cross winds affect moped handling, including speed control, turning and stopping.
2. A. The effects of wind chill and body fatigue on maintaining control of the moped.

- B. The effect of reduced surface friction caused by rain, ice or snow on ability to control moped speed and direction.

Skill Objective

The student operator must be able to:
Determine wind force from visual and somatic clues.

Attitude Objective

The student operator must believe that:
Adverse weather conditions affect moped operators more severely than they affect most other motorists.

3. Critical Situations

Performance Objectives

- The student operator must:
1. Be able to surmount roadway and roadside obstacles that cannot be maneuvered around safely.
 2. Be able to maintain balance and control when crossing both lateral and longitudinal irregularities.
 3. Be able to make a rapid stop behind obstacles which cannot be surmounted.
 4. Be able to make a quick turn around obstacles which cannot be surmounted or stopped behind.
 5. Be able to leave the roadway when necessary, including when an overtaking vehicle approaches too rapidly or when a passing vehicle returns to the moped's lane prematurely.

Knowledge Objectives

- The student operator must know:
1. A. Surmounting capabilities of moped.
B. The frame/ground clearance of the moped.
 2. Proper angle at which to approach an irregularity.

Skill Objectives

- The student operator must be able to:
1. A. Approximate heights or depths of obstacles.
B. Lift the moped's front wheel off the ground to facilitate surmounting obstacles which have a height or depth greater than the moped's ground clearance.

2. Coordinate brakes, throttle and weight distribution when surmounting irregularities.
3. Determine which obstacles in roadway cannot be surmounted.
4. Judge speed and separation which will not allow time and distance for moped to stop.
5. Combine quick turning and surmounting abilities with the ability to steer and brake on a degraded surface.

4. Malfunctions

Performance Objectives

The student operator must:

1. Be able to determine causes of stalled engine.
2. Be able to adjust fuel valve to "reserve" setting and engine stop switch to "run" while the moped is in motion.

Knowledge Objective

The student operator must know:

Common causes of stalling, including mispositioned engine "stop" switch or fuel valve and lack of fuel.

Skill Objectives

The student operator must be able to:

1. Identify indicators of malfunctions.
2. Locate auxiliary controls by "feel".

Unit V - Moped Care

Purpose: To enable the student operator to maintain the moped in safe and reliable condition.

Functions: 1) Inspection
2) Maintenance

1. Inspection

Performance Objective

The student operator must:

Inspect the moped exterior, including lights, reflectors, cables, joints, muffler opening, nuts and bolts, stand, wheels, tires, spark plugs, suspension system, fuel system and drive system.

Attitude Objective

The student operator must believe that:
Periodic inspections prevent breakdowns which
might otherwise lead to an accident.

2. Maintenance

Performance Objective

The student operator must:
Be able to perform the maintenance activities
according to the procedures set forth in the
owner's manual including retightening all nuts
and bolts, replacing or cleaning the spark plug
and lubricating the chains and cables.

Knowledge Objectives

The student operator must know:

1. A. Both the moped and the owner's manual in
order to service and maintain the moped
properly.
- B. Which maintenance activities should be
performed by the owner/operator and which
should be performed by a dealer.

Skill Objective

The student operator must be able to:
Perform basic maintenance activities.

3.4 TRANSPARENCY/COPIER MASTERS

These are the same masters that were provided in the
moped instruction kit originally. They can be used for the
production of transparencies for use with an overhead
projector. They also can be used to make copies from a
duplicator or copier that can serve as student handouts or for
use in classroom instruction.

It is important to realize that a strong foundation is
vital. These masters contain concepts that will facilitate
the instructional and the learning process. They should help
students in their basic understanding of the driving task and
be foundational to the instructional concepts presented.

DECISIONS ARE BASED
ON KNOWLEDGE

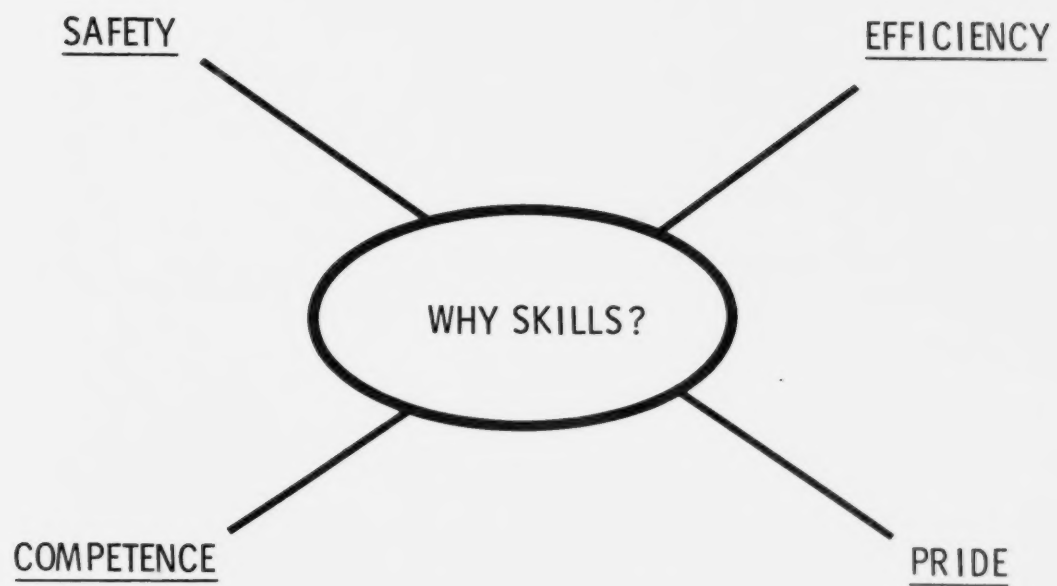
YOU CAN'T DO WHAT
YOU DON'T KNOW

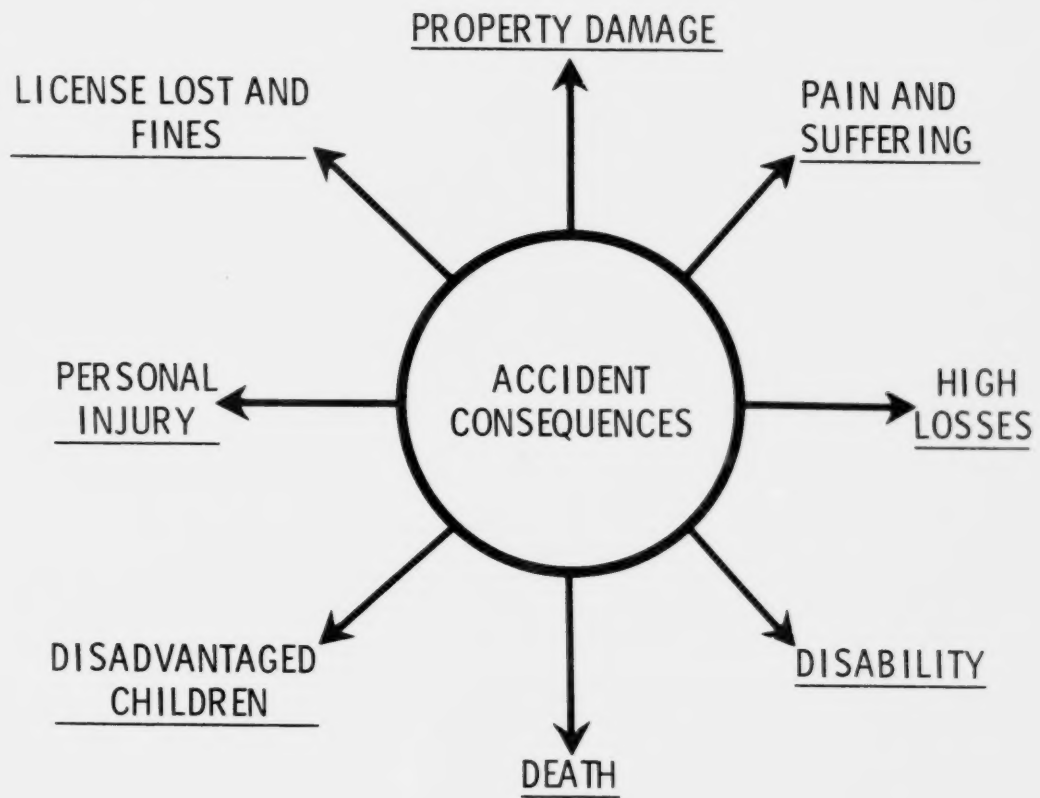
WHY KNOWLEDGE?

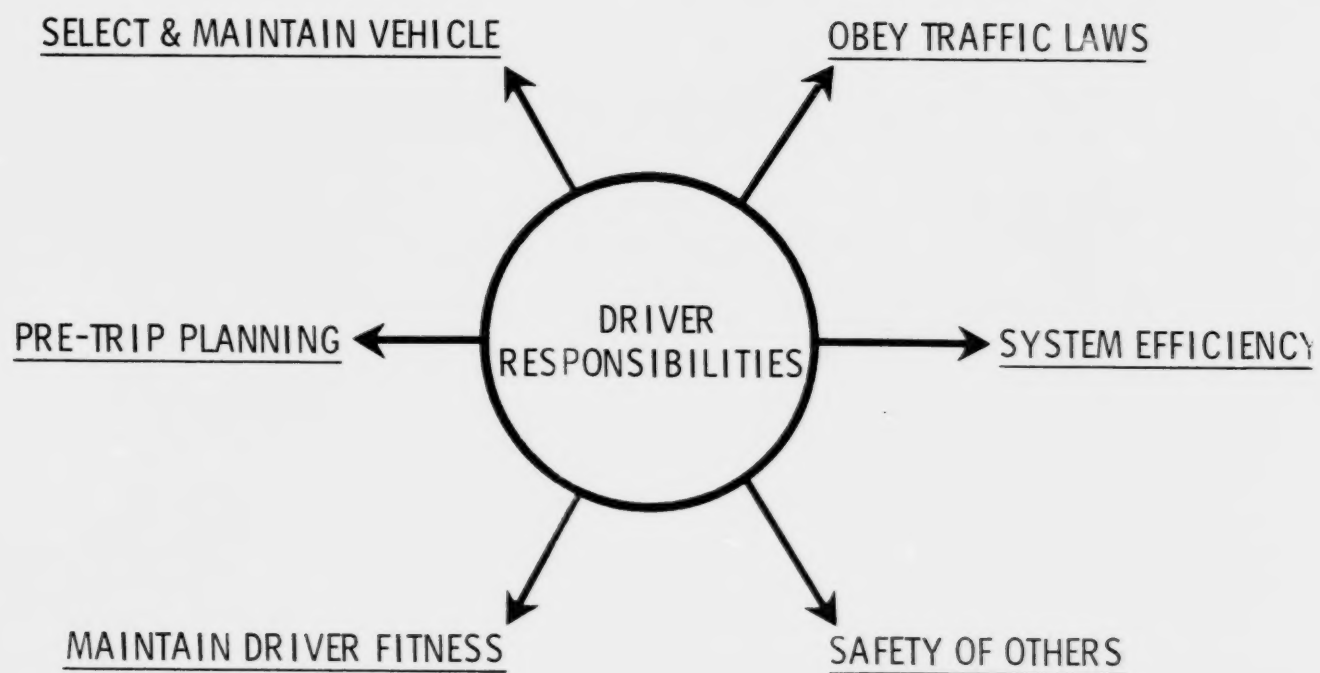
SAFETY

EFFICIENCY

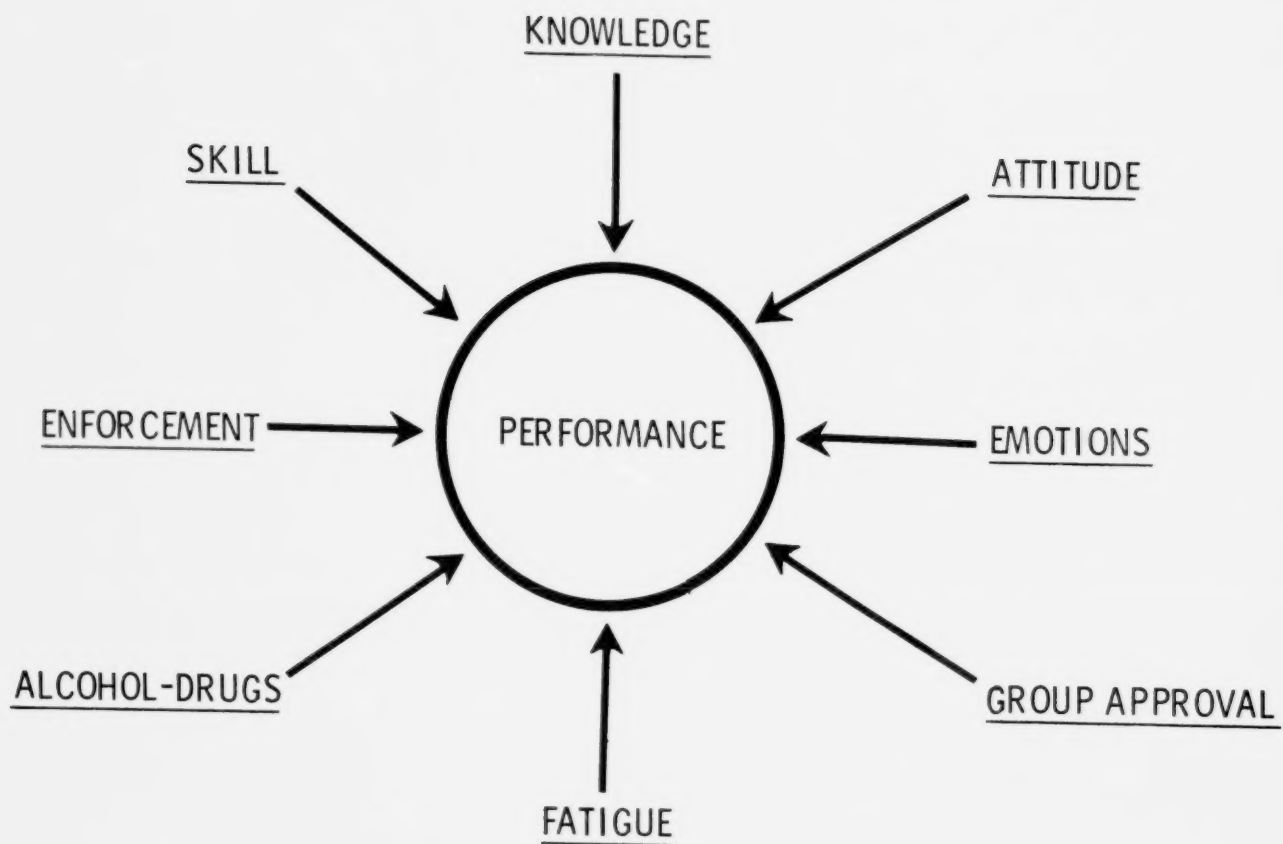
MOST CRASHES ARE THE RESULT OF UNWISE DECISIONS

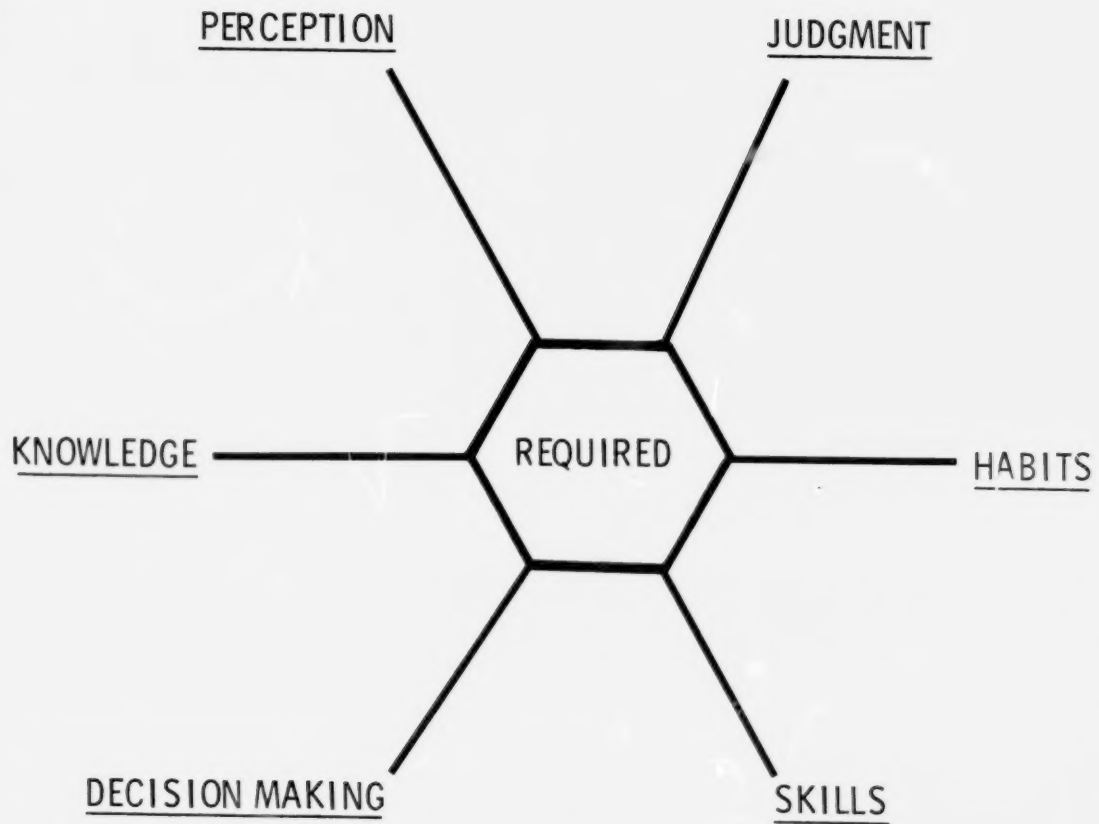






FACTORS THAT INFLUENCE PERFORMANCE



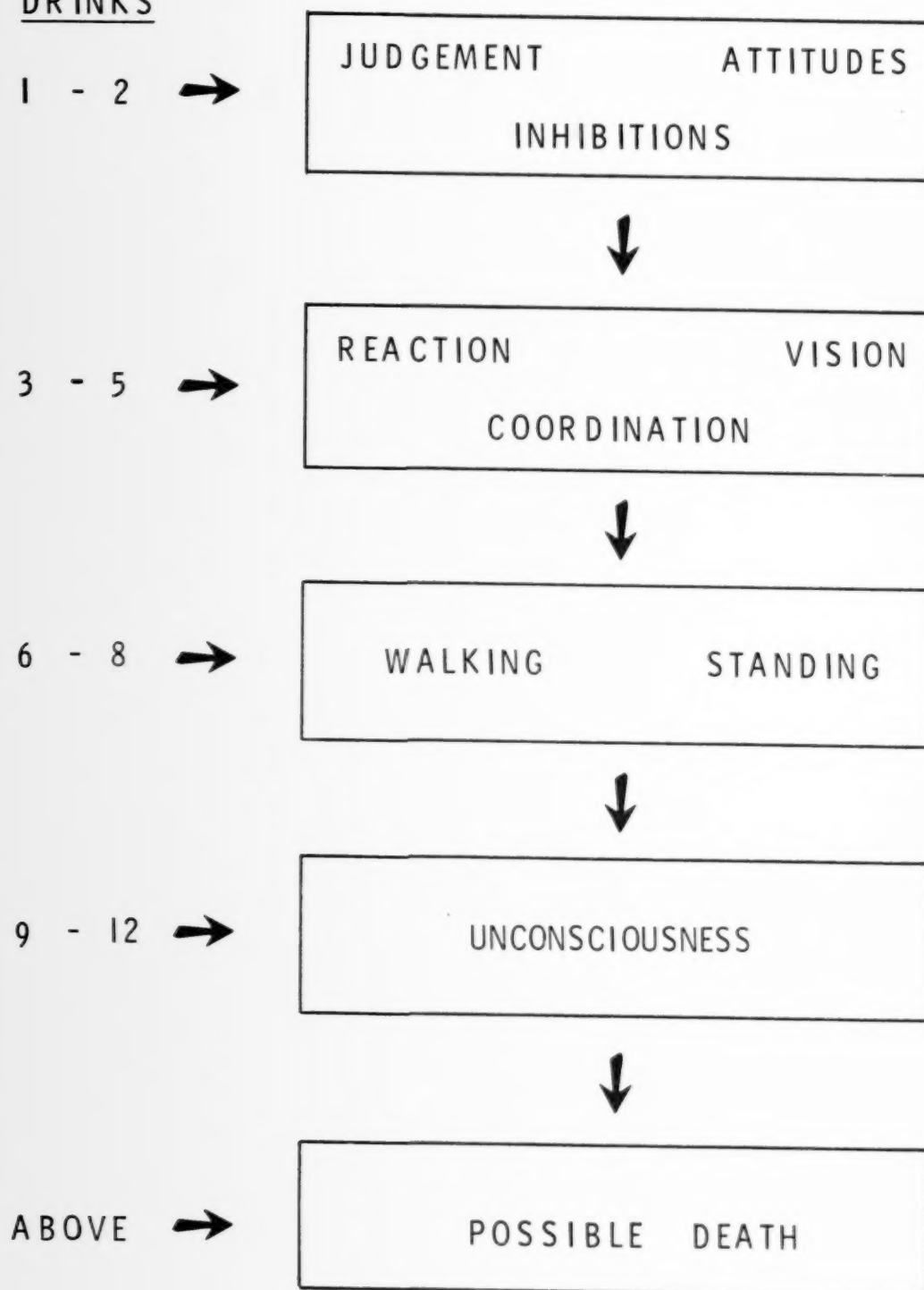
DRIVER COMPETENCIES

The Social Situation and Alcohol



HOW IMPAIRMENT PROGRESSES

DRINKS



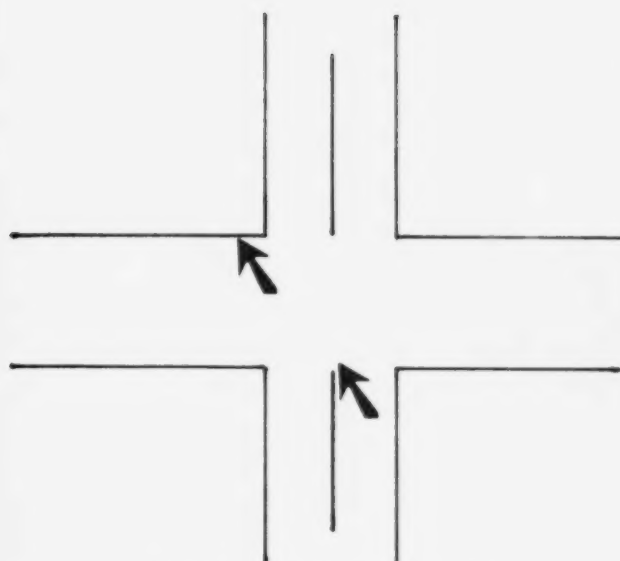
HOW TO CONTROL IMPAIRMENTS

- | | | |
|-----|------------------|--|
| 1. | ALCOHOL | TIME, SPACE DRINKS, AVOID |
| 2. | LEGAL DRUGS | DRIVE TO WORK, THEN INGEST |
| 3. | SYNERGISM | AVOID COMBINING ALCOHOL AND
OTHER DRUGS |
| 4. | VISION | WEAR GLASSES, CLEAN WINDOWS |
| 5. | HEARING | HEARING AID - LOW RADIO VOLUME |
| 6. | ILLNESS | TAKE PRESCRIBED MEDICINE |
| 7. | FATIGUE | STOP AND REST |
| 8. | PREOCCUPATION | AVOID THINKING OF PROBLEMS |
| 9. | CARBON MONOXIDE | FRESH AIR |
| 10. | EMOTIONAL STRESS | AVOID DRIVING |

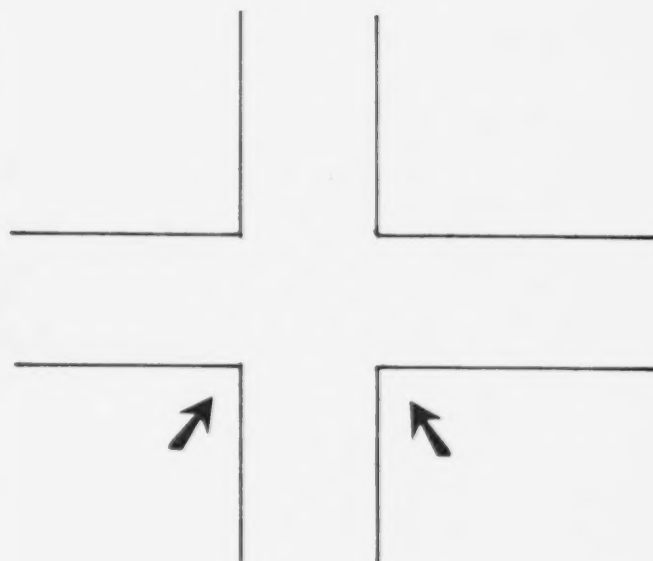
HOW TO COMPENSATE FOR IMPAIRMENTS

1. AVOID DRIVING
2. AVOID PEAK TRAFFIC TIME
3. CHOOSE A LIGHTLY TRAVELED ROUTE
4. REDUCE SPEED
5. POSITIONING - ISOLATE FROM OTHER TRAFFIC
6. INCREASED SURVEILLANCE

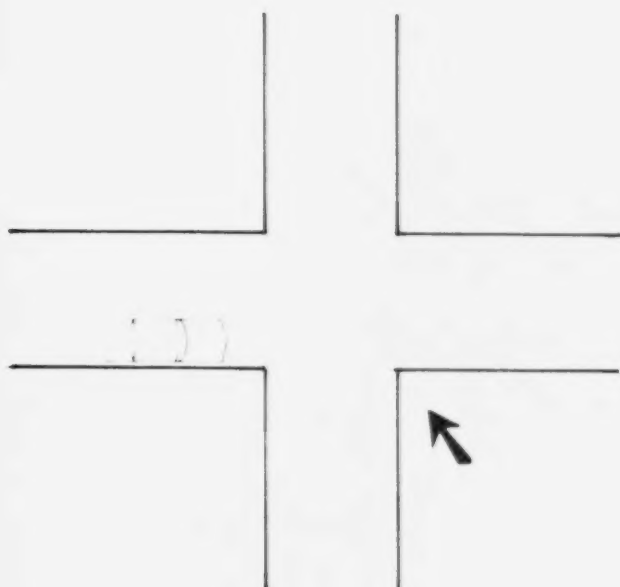
HOW TO IDENTIFY AN INTERSECTION



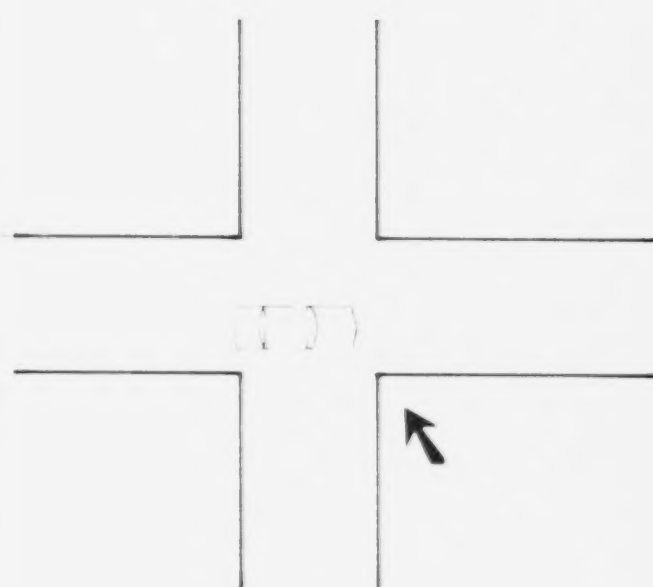
Break in the Center line.
Curb line of cross street



Mail box
Fire plug

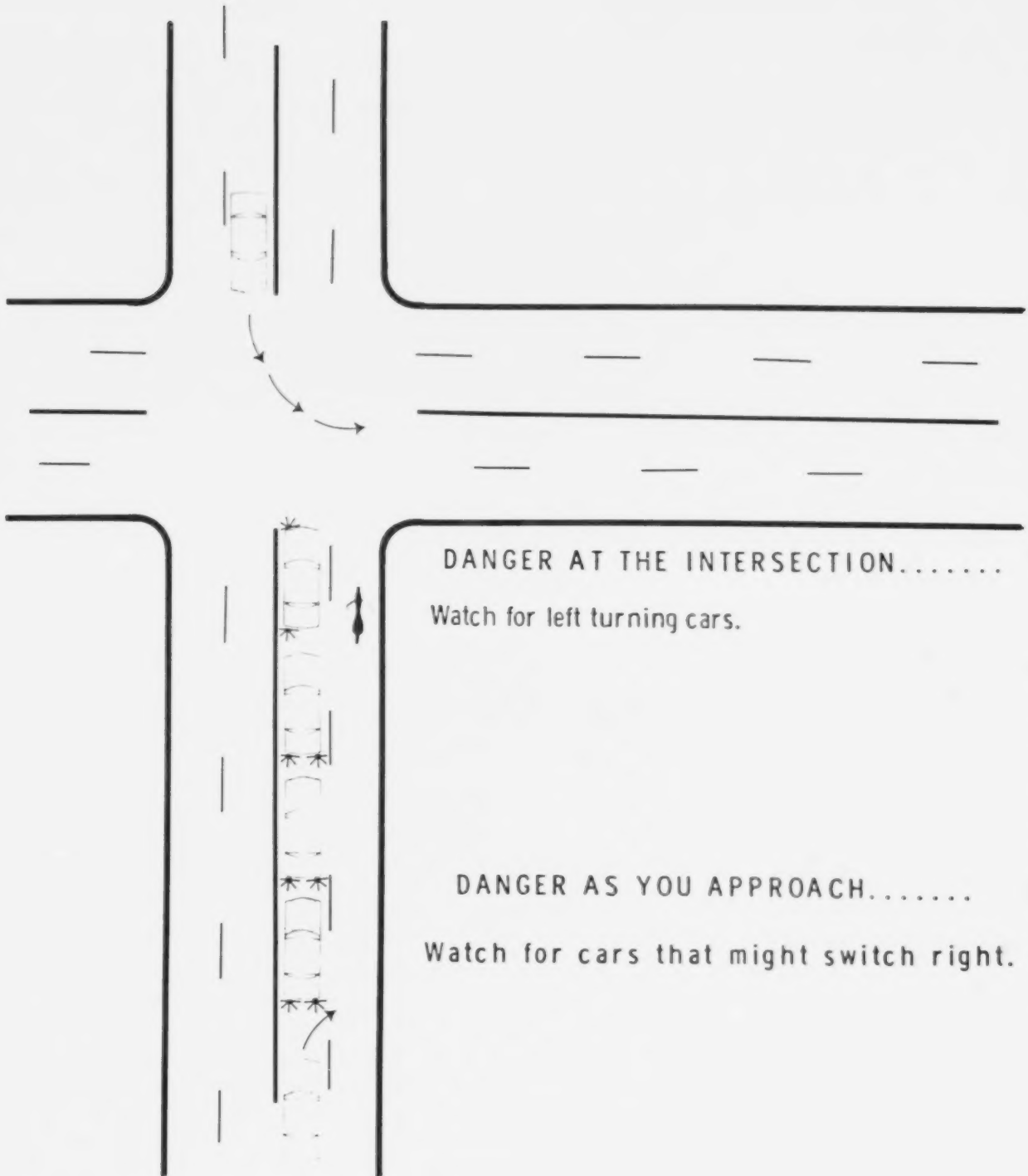


Street light
Parked Cars

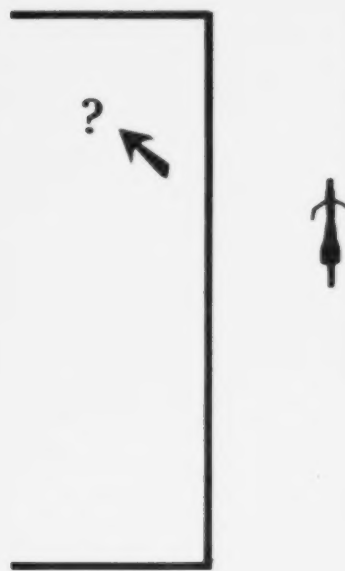


Street name posts
Moving cars

SOME INTERSECTION DANGERS



Uncontrolled Intersection



APPROACHING THE INTERSECTION

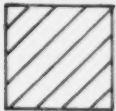
1. Slow down to a speed that would make a safe stop possible if required.
2. Decide when to begin looking. Do not look too soon.
3. Trees, shrubs, signs, and other obstacles can affect line of sight.

1



AT MID BLOCK

1. Is the intersection controlled or uncontrolled?
2. Evaluate the sight distance to the left and the right. Can you see sooner one way than the other?
3. Evaluate your stopping surface. Is it down hill? Slippery?
4. Decide on the correct speed for the intersection approach. (Base this on sight distance and stopping surface.)



VIEW TO THE LEFT BLOCKED---VIEW TO THE RIGHT OPEN

1. When your view to the left is blocked by a building embankment, foliage or crops, LOOK RIGHT FIRST.
2. A wide view in one direction does not make it safe to go through the intersection at a higher rate of speed
3. Looking left first here could force you to be late in your observation to the right.
4. Work with quick glances. (Not more than 2 seconds.)



SIGHT DISTANCE EQUAL TO THE RIGHT AND TO THE LEFT

1. When sight distance is equal both ways, LOOK LEFT FIRST.
2. Take quick glances.
3. A "double take" each way is better than one long look each way.
4. You will reach the path of the car from your left first.

Uncontrolled Intersection



YIELDING TO OTHERS

1. Always approach an intersection with the intention of stopping if it becomes necessary.
2. You never have the right of way at an intersection until the other driver gives it to you.
3. **YIELDING IS THE MOST IMPORTANT ACT YOU MUST PERFORM AT AN INTERSECTION.**

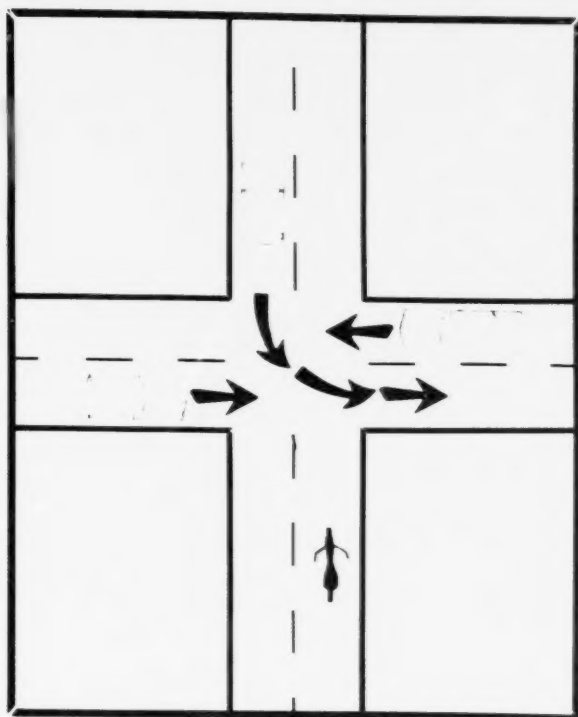


AT THE INTERSECTION

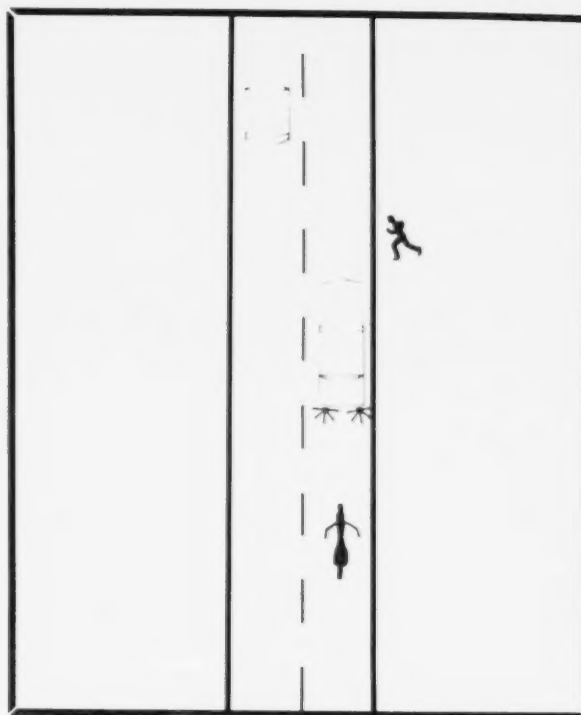
1. Your speed should be lowest just before you enter the intersection.
2. Your speed should be low enough to stop if a car should appear.

4 MAJOR TRAFFIC CONFLICTS

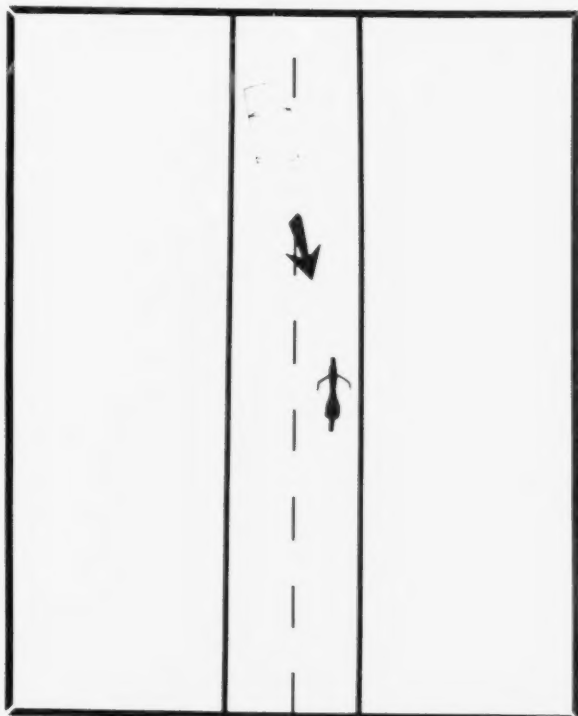
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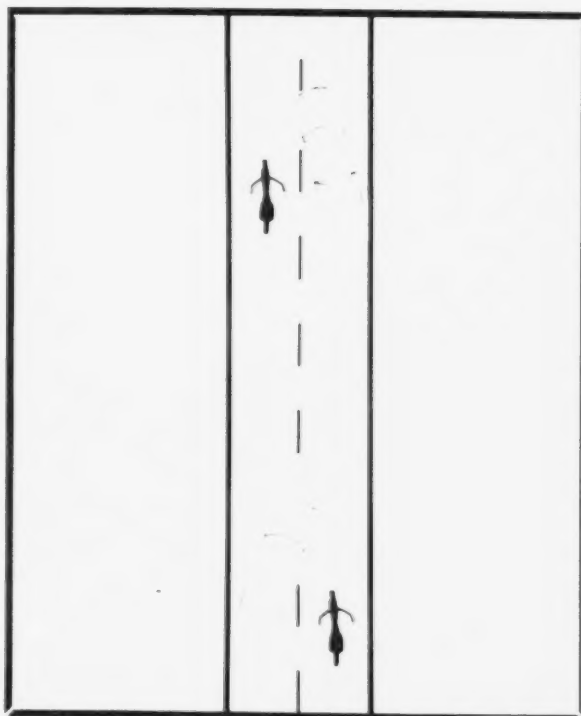
CROSS TRAFFIC



CAR AHEAD STOPPING OR STANDING

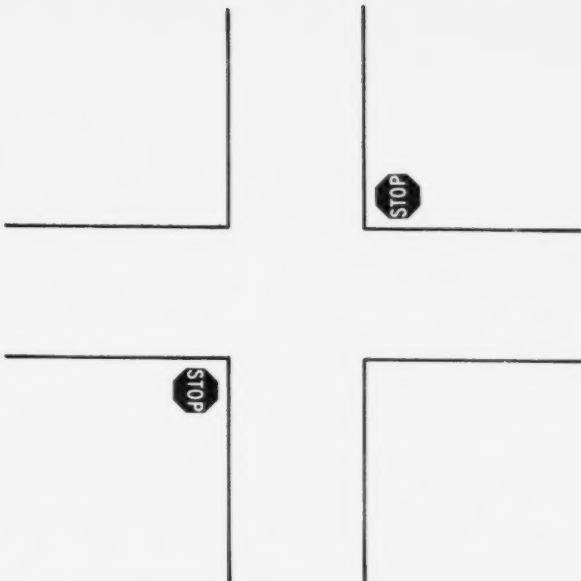


HEAD-ON.... ONCOMING

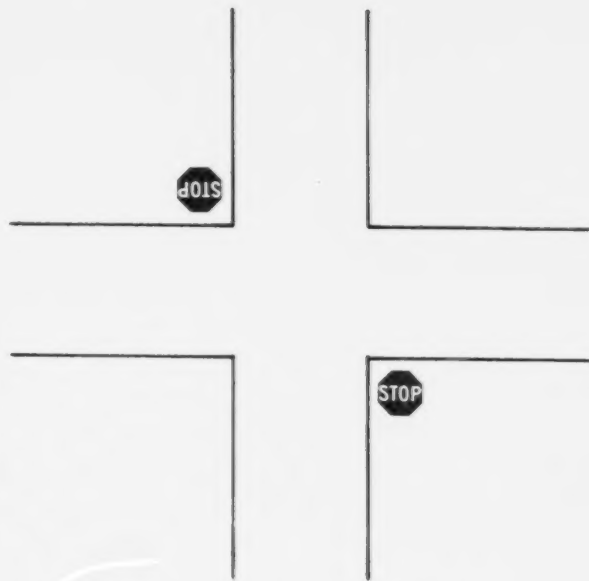


CAR FROM THE NEXT LANE

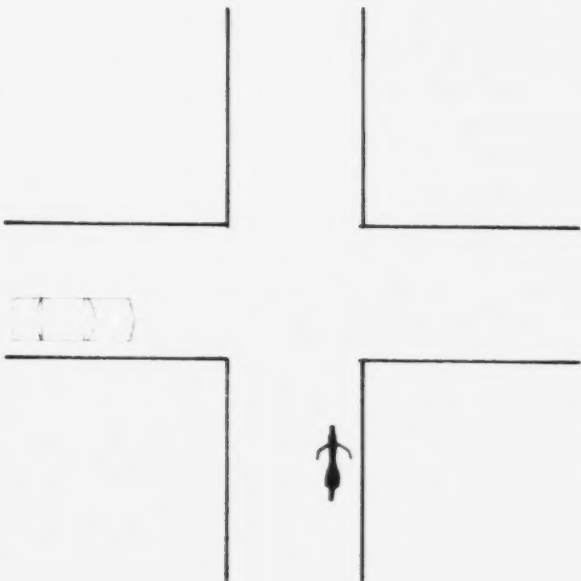
Who Has The Right of Way?



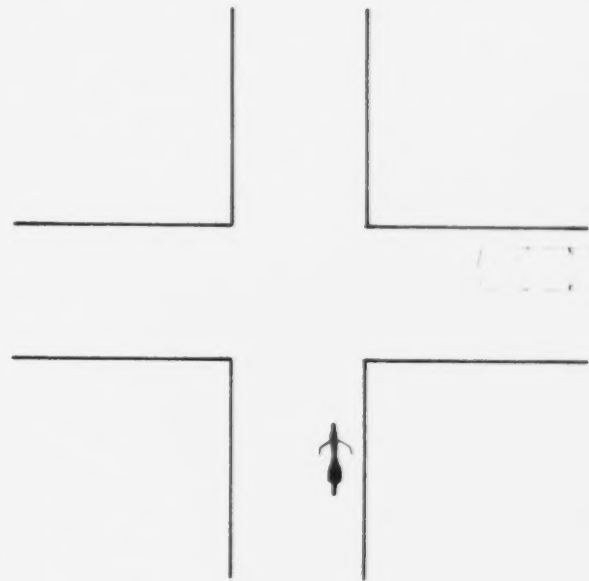
Which street is protected?



Which street is protected?

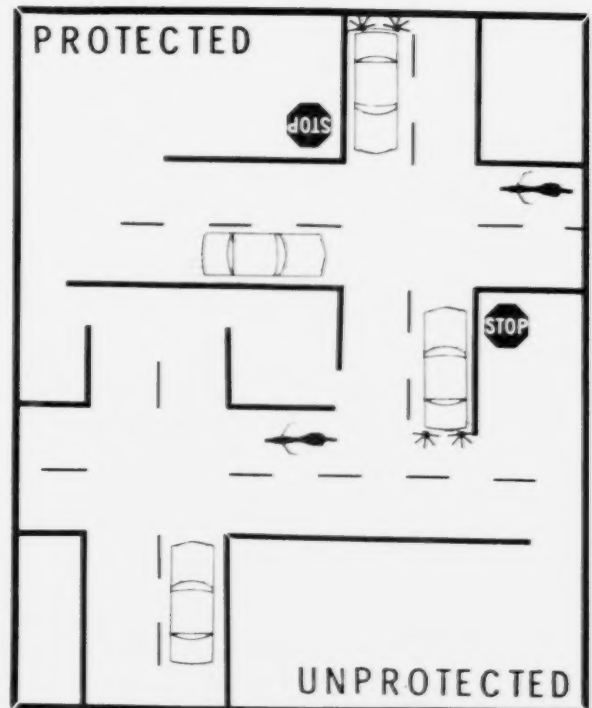
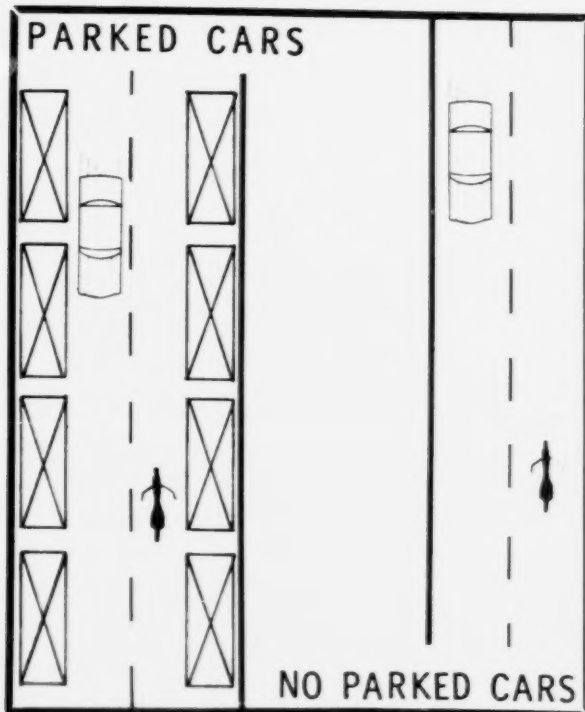
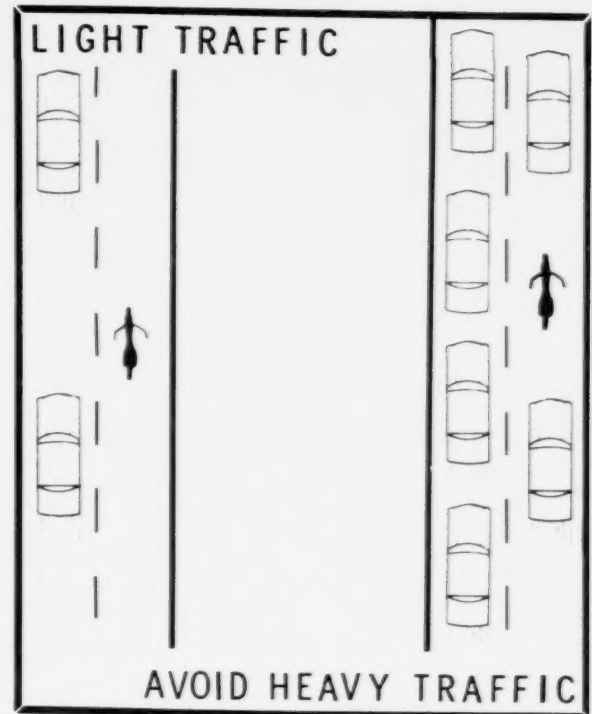
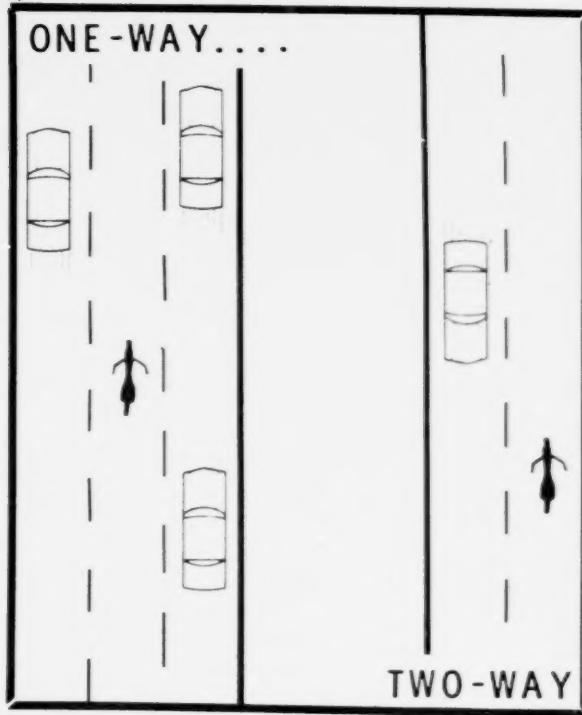


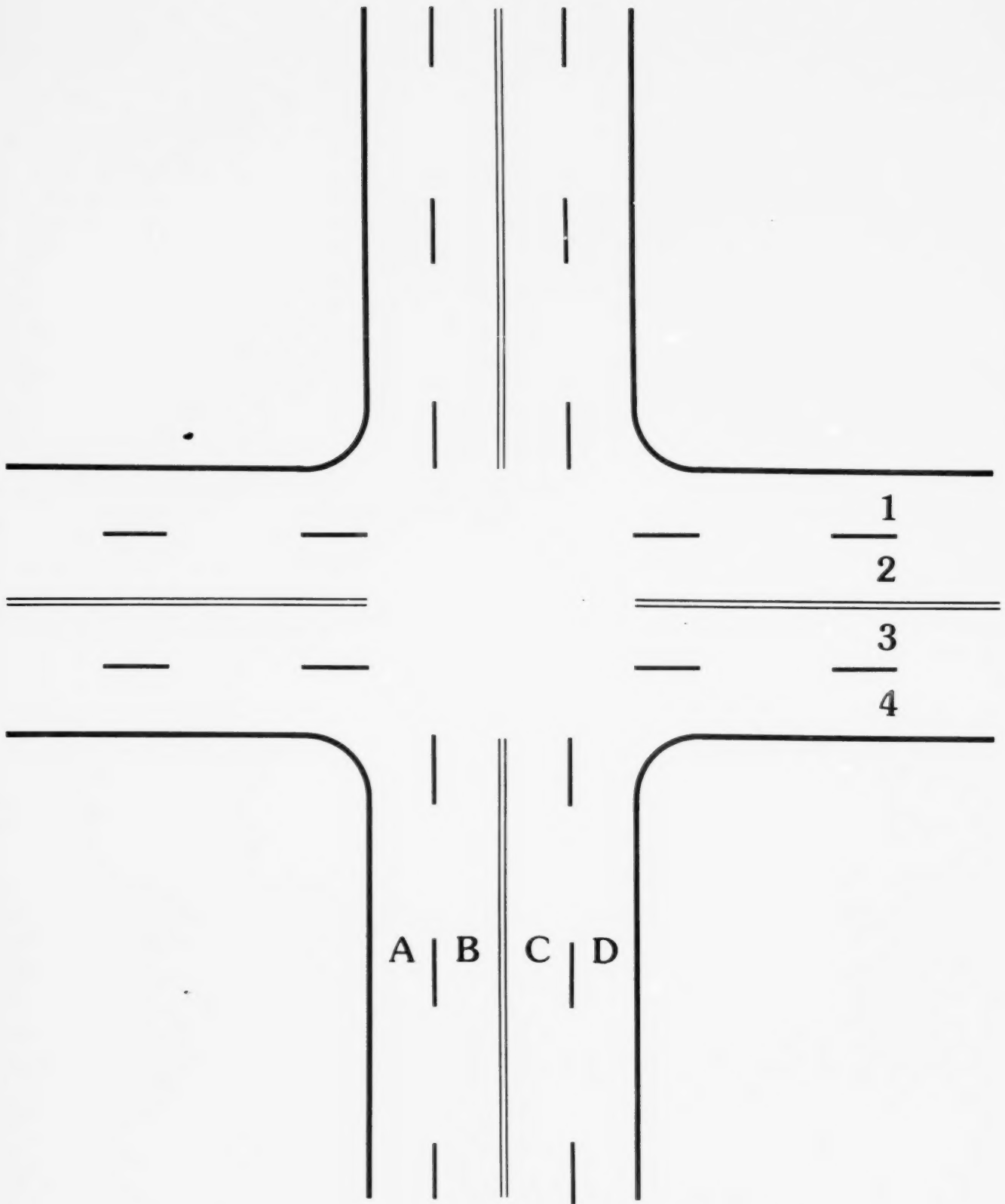
Who has the legal right of way?

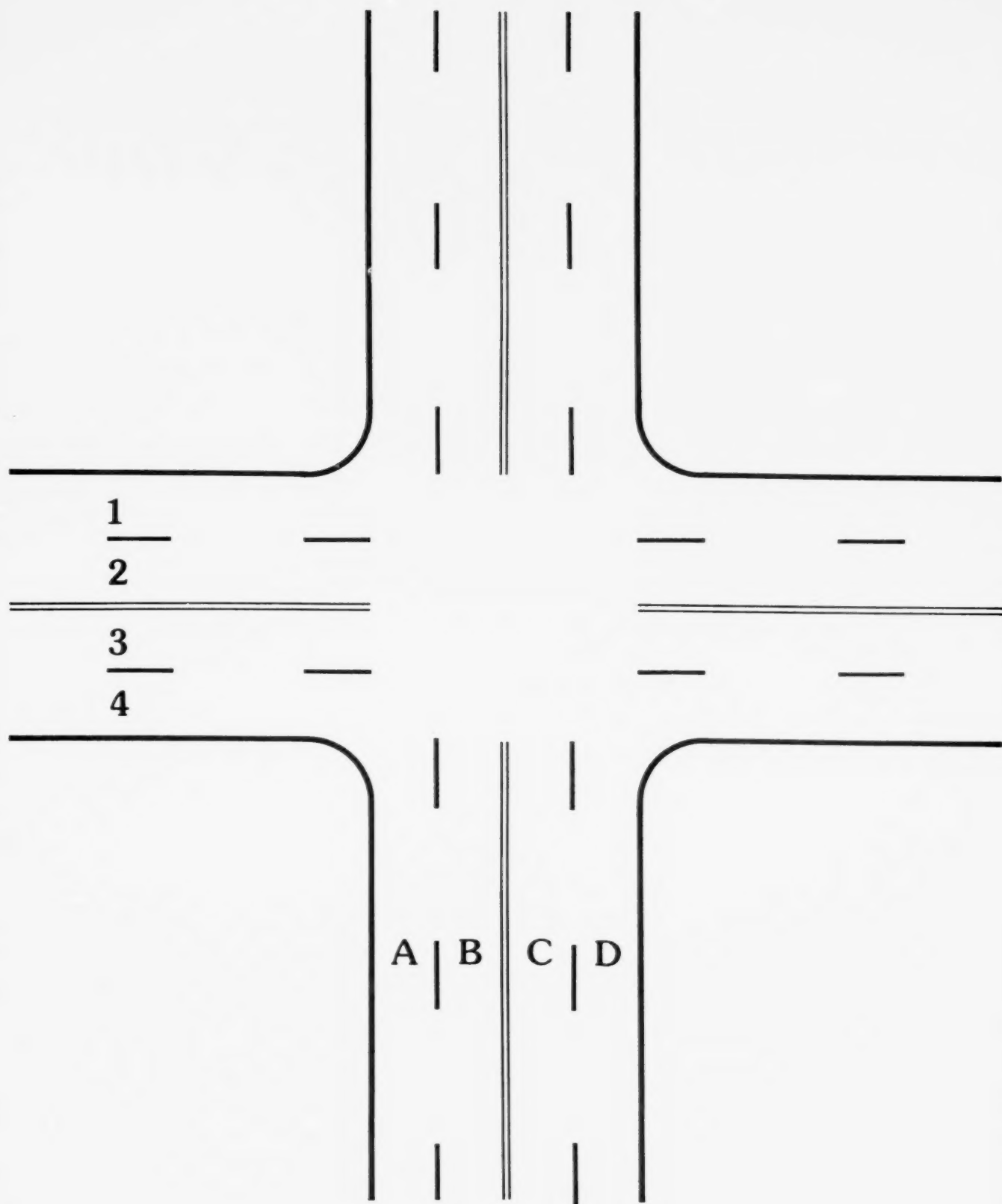


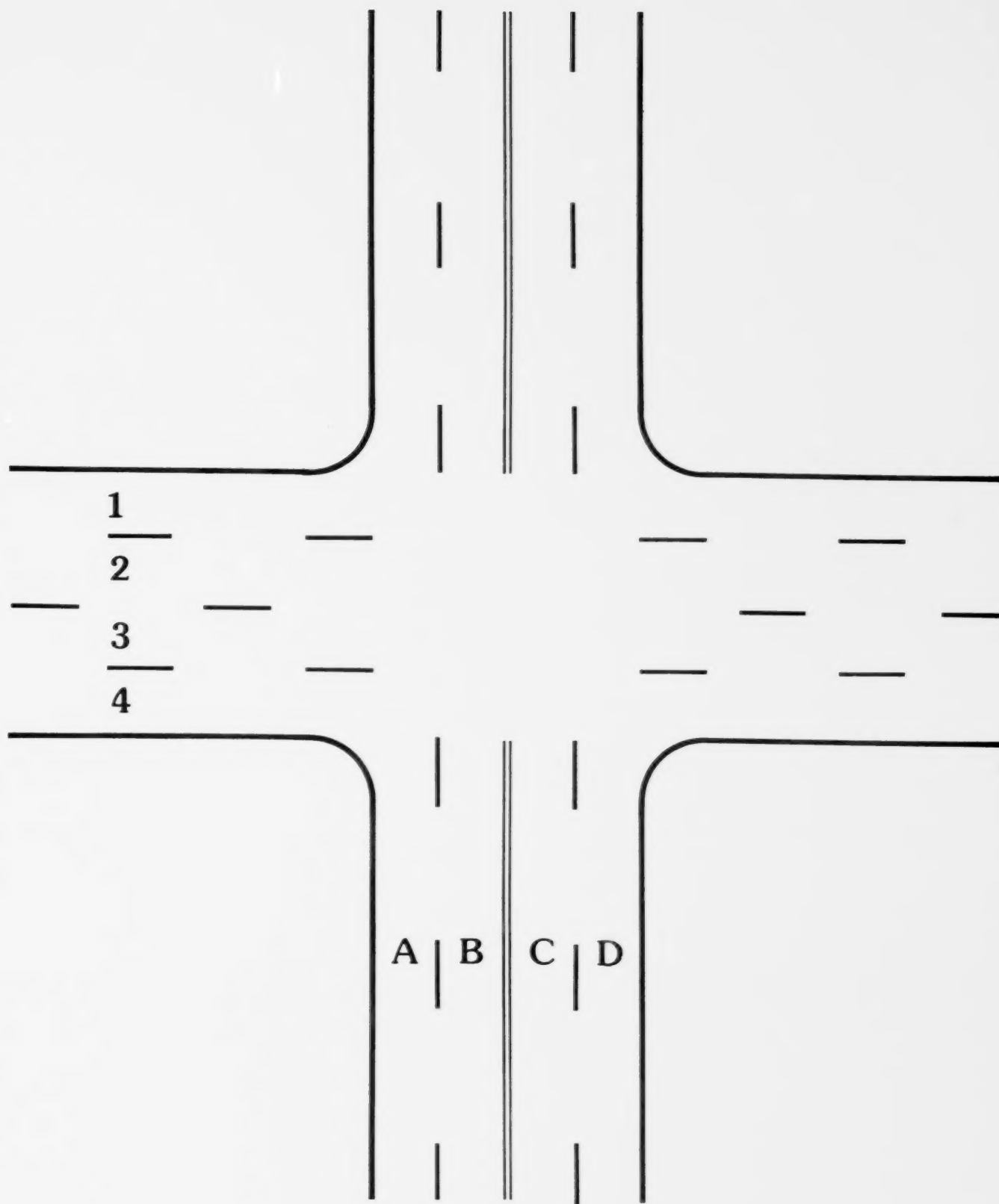
Who has the legal right of way?

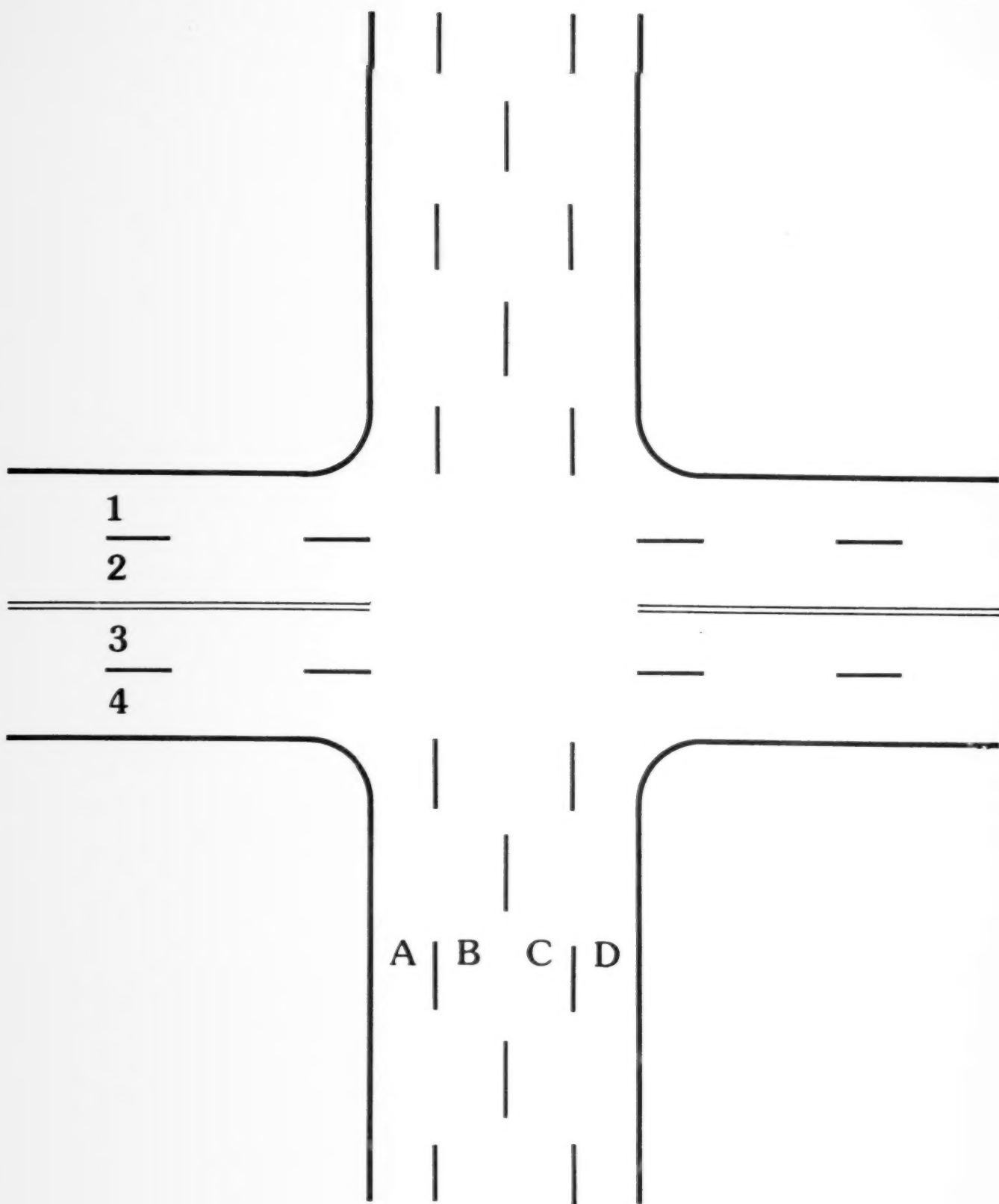
CHOOSE THE SAFEST ROUTE

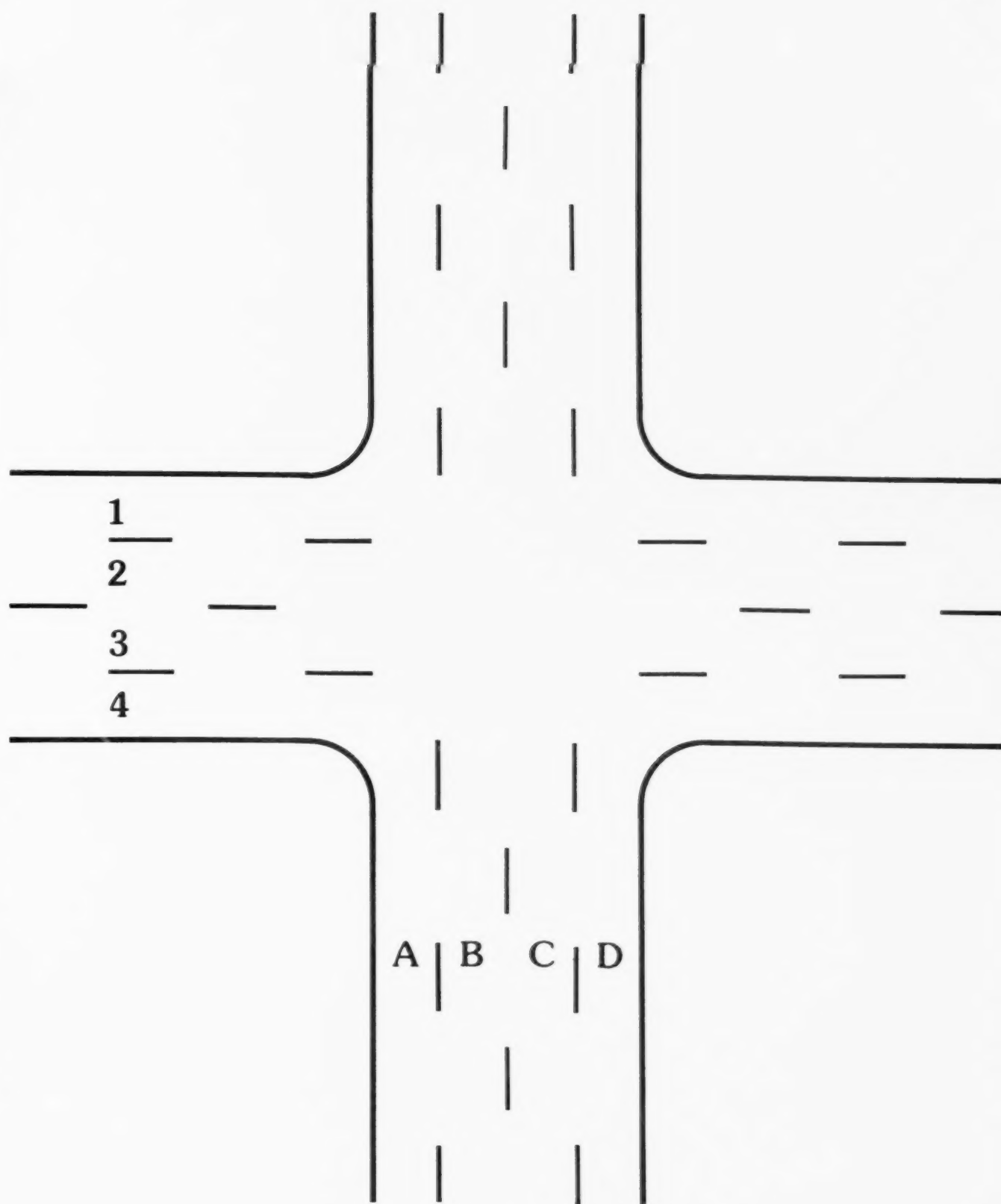


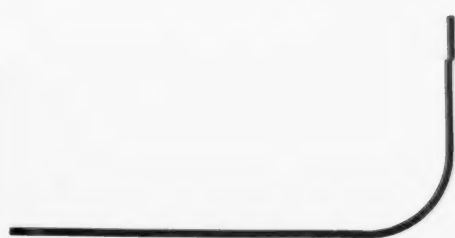




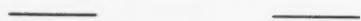








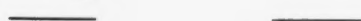
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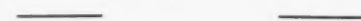
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3



4



3.5 TEACHING TIPS - TRANSPARENCY/COPIER MASTERS

<u>Master #</u>	<u>Concept/Concern</u>
1	Crash countermeasure - why knowledge is vital
2	Crash countermeasure - why skills are vital
3	Accident consequences - expected outcomes
4	Driver responsibilities - relative elements
5	Performance - factors of influence
6	Driver competencies - required elements
7	Drinking and driving - optional alternatives
8	Alcohol impairment - progressive effects
9	Impairments - how to control
10	Impairments - how to compensate
11	Intersections - how to identify
12	Intersections - recognizing hazards
13	Intersections - approaching-uncontrolled
14	Uncontrolled intersection - procedures for perception
15	Uncontrolled intersection - right of way
16	Traffic conflicts - four common
17	Right of way - four situations
18	Route selection - recognizing hazards
19	Intersection graphic - two way streets-right turn
20	Intersection graphic - two way streets-left turn
21	Intersection graphic - two way to one way-left turn
22	Intersection graphic - one way to two way-left turn
23	Intersection graphic - one way to one way-left turn
24	Intersection graphic - designated left turn lane

3.6 SLIDES

3.6.1 Purpose

The vital concepts of operating a moped safely have been derived from the Moped Task Analysis and have been incorporated into instructional objectives. The slides contained in the original instruction kit were provided to assist in achieving those objectives.

3.6.2 Use

The slides were developed to present the following concepts which range through the entire five units of instruction in the course.

3.6.3 Recommendations

The slides were developed to reinforce the concepts that

are advanced through the use of the transparency/copier masters. When the masters are used, there are some basic concepts presented that are foundational to those covered by the slides. Therefore, using both transparencies and slides is recommended.

It also is recommended that additional slides be developed and used. Those that would identify dangerous intersections and other local hazards might be of significant value.

3.7 TEACHING TIPS - SLIDES

<u>Slide #</u>	<u>Concept/Concern</u>
01	Operator & Moped Preparation - Both ready for safe operation
02	Operator Condition - Double vision/physical condition-drugs & alcohol
03	Route Selection - Not for off street use
04	Freeways - Can't go fast enough/prohibited
05	Areas Faster than 25 MPH - Avoid
06	Impeding Traffic - Unsafe and illegal
07	Heavy Traffic - Safer to avoid/be alert
08	Blind "T" Intersection - Prepare to yield or stop
09	Blind Curve - Prepare to stop and yield
10	Blind to the Right - Prepare to stop/note 4-way stop
11	2-Way Street - Lane markings-solid and broken lines/yellow and white
12	1-Way Street - No solid or yellow lines/No parking on right side
13	Downhill - Slow before descending/note brake light
14	Uphill - Expect reduced speed/effect on following vehicles if any
15	Hillcrest - Marked-many are not
16	Gravel Hillcrest - Less Traction/Balance
17	Over the Crest - Be alert
18	Street Surface - Chuch holes affect control
19	Curb Lane - Undesirable/bumpy-gravel-sewer grate
20	Sewer Grate - Recessed and slippery
21	Manhole Cover - Recessed and slippery
22	Wet Streets - Slippery/hides holes/disguises depth/covers objects
23	Protective Clothing - Completely covered
24	Head Protection - Most important/eye protection
25	Moped - Legally define
26	Regular Driver's License - Valid for moped
27	Moped License - Needed by those without a regular driver's license
28	Financial Responsibility - Applies to moped owner and operator
29	Damages - To person or property
30	Satisfactory Proof - 20/40/15 - Settlement, bond, cash or securities (amount = \$55,000)

- 31 Satisfactory Proof - Insurance
- 32 Passenger Carrying - Affects center of gravity, balance, control, acceleration & stopping distance
- 33 No Passengers - Not as safe/not recommended/not legal
- 34 Operator Position - Seated on saddle - facing forward - leg on each side
- 35 Sharing Lane - Legal, but hazardous/note how each blocks view to side of each other
- 36 Sidewalk - Not enough room/not legal-moped is a motor vehicle
- 37 Headlights On - Required/may use high beam in day time
- 38 Headlights On - More noticeable in shadows
- 39 Cargo - Don't carry in hand/use rack, basket or saddle bag
- 40 Handlebars - 15" height limit above seat/keep hands on unless signaling
- 41 Moped License - Need annual registration.
- 42 Lane Squeeze - Unsafe and illegal
- 43 Emergency Vehicle - Proper responses/identify other types
- 44 Right of Way - Be prepared to yield/note left turn indicators - reduced speed, lane position, front wheel position and turn signal
- 45 Right of Way - Yield to vehicle on right
- 46 Right of Way - Yield to vehicles having green light or in or at intersection
- 47 Right of Way - Yield to vehicles going straight
- 48 Right of Way - Yield to bigger vehicles/truck should yield, but be prepared
- 50 Right of Way - Yield to vehicles in left lane/note warning sign/sun position
- 51 Right of Way - Yield to vehicles in left lane/note no warning sign/note shadow
- 52 Inspect Moped - Pretrip
- 53 Pretrip Inspection - Check ground for leaks
- 54 Pretrip Inspection - Check wheels, rims, tire tread, condition and air pressure
- 55 Pretrip Inspection - Check gas, oil, battery - if any
- 56 Pretrip Inspection - Check cables and levers
- 57 Pretrip Inspection - Check lights and horn
- 58 Pretrip Inspection - Adjust mirrors
- 59 Post Operation - Check engine cutoff switch position
- 60 Post Operation - Check ignition key position - remove key
- 61 Post Operation - Check fuel valve (off position)
- 62 Post Operation - Secure by locking/be sure to include frame
- 63 Basic Control - A must, but fun
- 64 Steering - Main control with handlebars
- 65 Balance - Necessary/takes practice for signaling
- 66 Turning - Hazard when pedal is positioned low on side of turn

- 67 Turning - Position pedal higher on side of turn
- 68 Braking - Difference of using rear brake only (left moped) and both brakes (right moped) at a speed of 20 MPH stopping began at yellow helmet
- 69 Surface Factors - Smooth/railroad tracks/how affects braking; note diminishing lane
- 70 Surface Factors - Gravel/Traction and balance
- 71 Surface Factors - Manhole cover/other slippery factors
- 72 Communicating - Conspicuity/colorful jacket - light colored helmet
- 73 Communicating - Clean moped - more attractive
- 74 Communicating - Conspicuity in darkness
- 75 Communicating - Lane positioning/lights on
- 76 Communicating - Lane position for 2 mopeds/to see and be seen
- 77 Communicating - Signaling - by hand/lane position
- 78 Communicating - Signaling with brake light/be on the alert for pedestrians
- 79 IPDE - Decision making - Identify, Predict, Decide and Execute
- 80 Perception - Look ahead as far as you can see
- 81 Hazards - Parked vehicles/pedestrians
- 82 Hazards - Road side distractions/shoppers
- 83 Hazards - Surface concerns - grooves, gravel, stones, paint
- 84 Hazards - Surface concerns - danger of a right turner coming from the left
- 85 Hazards - Slow moving vehicles/bicycles
- 86 Hazards - Obstructed alley
- 87 Hazards - From the rear/route selection judgment
- 88 Hazards - Sharing the road with bicyclists
- 89 Hazards - Children in the street
- 90 Hazards - Dog
- 91 Hazards - Be sure mirrors are properly adjusted/use them frequently
- 92 Shoulder Check - Turn head and look quickly/be sure it is safe remember to signal
- 93 Stop Sign - Stop and yield/note color and shape
- 94 Yield Sign - Yield procedures/note shape and color
- 95 Pedestrian Crossing - Reduce speed when necessary-look for pedestrians
- 96 Do Not Enter - Analyze why
- 97 Bike Route Sign - Define and compare with bike path/note parking sign
- 98 Bike Route Marking - Be alert for bicyclists
- 99 Road Closed Sign - Also no parking/note color of sign
- 100 Deaf Child Area - Normal looking area/consider possibility where not signed-how to identify a deaf child
- 101 Changing Stop Sign - Construction area/look ahead and avoid
- 102 Changing Traffic Lights - 3 colors/no right turn on

- red/traffic actuated-mopeds won't trigger/consider alternative
- 103 Flashing Red Light - Stop/used with stop sign here/note how sun affects visibility of sign
- 104 Flashing Yellow Light - Caution/analyze location
- 105 Railroad Crossing - Note crossbucks, red lights, stop arms/caution for bumps
- 106 Stop Line - Cover legal stopping points in the absence of stop lines
- 107 Pavement Markings - Give important directions/slippery-more so when wet
- 108 Curve Sign - Diamond shaped-speed advisory/no passing zone - blind curve/note limited shoulders/no traffic
- 109 Turn Lane Marking - Protected turn lane/limited escape routes
- 110 Blind Curve - Created by land configuration
- 111 2 Second Following Distance - Describe how to determine using reference point (sign, tree, pavement marking, crack, or shadow)
- 112 Empty Intersection - Time arrival and avoid conflict of other motorists
- 113 Shadowed Street - Pedestrian conspicuity/parking concerns/land and speed selection
- 114 Obstructed Vision - Larger motor vehicle/note potential cargo fall out
- 115 Obstructed Vision - Tall shrubs/make safe speed and lane adjustments
- 116 Obstructed Vision - Buildings block view/note one way sign and shadowed lane
- 117 Obstructed Vision - Caused by parked cars
- 118 Obstructed Vision - Caused by parked truck - same when moving
- 119 Lane Position - Better vision and space when staggered rather than side by side
- 120 Lane Use - Select position according to conditions
- 121 Crossing railroad tracks/approach angle is easier straight on but don't radically change lane position (especially with oncoming traffic) - Reduce speed
- 122 Parked Vehicles - Watch for doors to open/note back up lights/watch for unparkers
- 123 Unparking Vehicle - Expect pull out in front of you
- 124 Busy Intersection - Know local traffic patterns - note turning car
- 125 Look Ahead - As far as possible/allows more time to see, think and IPDE
- 126 Preempting Passer - When using right hand lane, watch out for traffic passing you on the left
- 127 Preempting Passer - When using left hand lane, watch out for traffic passing you on the right
- 128 Illegal Turn - Watch out for/adjust speed and prevent by timing arrival at intersections
- 129 Emerging Traffic - Be on the alert - it may or may not yield/keep track of rear traffic with mirrors

- 130 School Bus - Anticipate stopping/respond to their signals/watch for children
- 131 School Bus - Jaywalker from the school bus-he crossed street and then returned/note flashers are off
- 132 Ball in Street - Watch for child trying to retrieve
- 133 Night Driving - Reduce speed with reduced visibility/more difficult to see and be seen
- 134 Gusting Wind - Flags just one of many indicators. Discuss wind hazards on moped control
- 135 Speeding Truck - Wind turbulence and effects on mopeds
- 136 Bus and Car - When adverse weather consider alternate mode of travel
- 137 Motorcycle - Another alternative - especially when you have a passenger
- 138 Pathway Obstacle - Look for in advance - Avoid if possible
- 139 Moped - All kinds need inspection - Pretrip and periodically/read owner's manual
- 140 Moped Dealer - Self service-dealer service/read owner's manual

3.8 CODE OF IOWA

Section 321 of the Code contains the legal provisions pertaining to the operation of motor vehicles on the public streets and highways of Iowa. Those sections that relate to mopeds, their owners or operators are indexed for ready reference and following that, those sections are reprinted to provide information that may be an enhancement to the knowledge and understanding of students enrolled in moped rider education.

- 321.1 (3B) Defines a motorized bicycle/moped
- 321.1 (44) Defines a driver
- 321.1 (48) Defines street or highway
- 321.1 (49) Defines private road or driveway
- 321.18-19 Required registration or exception
- 321.45 Transfer of title
- 321.71 Odometer requirements
- 321.98 Highway operation
- 321.117 Moped registration fee
- 321.174-.177 Drivers - Licensed and exempted
- 321.178 Driver education
- 321.180 Instruction permits
- 321.189 Moped education
- 321.189 License carried and exhibited
- 321.189 Expiration date of driver's license
- 321.191 Fee for moped driver's license
- 321.194 Minor's school license
- 321.216 Unlawful use of driver's license
- 321.275 Operation of mopeds

321.275	Lights on
321.275	No passengers
321.281	Operating while intoxicated or drugged
321.294	Minimum speed regulation
321.317	Turn signals and four way flashers
321.386	Number of headlights
321.409	Light standards
321.415	High beam use in daytime
321.430	Moped brake system
321A	Financial responsibility
321B	Implied consent law

321.1 Definitions of words and phrases.

- 3B "Motorized bicycle" or "motor bicycle" means a motor vehicle having a saddle or a seat for the use of a rider and designed to travel on not more than three wheels in contact with the ground, with an engine having a displacement no greater than fifty cubic centimeters and not capable of operating at a speed in excess of twenty-five miles per hour on level ground unassisted by human power.
- 44 "Driver" means every person who drives or is in actual physical control of a vehicle.
- 48 "Street" or "highway" means the entire width between property lines of every way or place of whatever nature when any part thereof is open to the use of the public, as a matter of right, for purposes of vehicular traffic.
- 49 "Private road" or "driveway" means every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner but not by other persons.

321.18-19 Vehicles Subject to registration--exception.

Every motor vehicle, trailer and semitrailer when driven or moved upon a highway shall be subject to the registration provisions of this chapter except:

1. Any such vehicle driven or moved upon a highway in conformance with the provisions of this chapter relating to manufacturers, transporters, dealers, or nonresidents as contemplated by section 321.53 and chapter 326, or under a temporary registration permit issued by the department as hereinafter authorized.
2. Any such vehicle which is driven or moved upon a highway only for the purpose of crossing such highway from one property to another.
3. Any implement of husbandry.
4. Any special mobile equipment as herein defined.
5. Any vehicle which is used exclusively for interplant purposes, in the operation of an industrial or manufacturing plant, consisting of a single unit comprising a group of buildings separated by streets, alleys, or railroad tracks, and which vehicle is used solely to transport materials from one part of the plant to another or from an adjacent railroad track to the plant and in so doing incidentally using said streets or alleys for not more than one thousand feet.
6. Any vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails.
7. Any school bus in this state used exclusively for the transportation of pupils to and from school or a school function or for the purposes provided in section 285.1, subsection 1, and section 285.10, subsection 9. Upon application the department shall, without charge, issue a

registration certificate and shall also issue registration plates which shall have imprinted thereon the words "Private School Bus" and a distinguishing number assigned to the applicant. Such plates shall be attached to the front and rear of each bus exempt from registration under this subsection.

8. Any mobile home.
(Referred to in sections 324.17, 423.1(7), 554.9302)

321.19 General Exemptions.

1. All vehicles owned or leased for a period of sixty days or more by the government and used in the transaction of official business by the representatives of foreign governments or by officers, boards, or departments of the government of the United States, and by the state, counties, municipalities and other political subdivisions of the state including vehicles used by an urban transit company operated by a municipality or a regional transit system, and self-propelling vehicles used neither for the conveyance of persons for hire, pleasure, or business nor for the transportation of freight other than those used by an urban transit company operated by a municipality, or a regional transit system, and all fire trucks, providing they are not owned and operated for a pecuniary profit, are exempted from the payment of the fees imposed by this chapter, except as provided for urban transit companies in subsection 2, but are not exempt from the penalties provided in this chapter.

The department shall furnish, on application, free of charge, distinguishing plates for vehicles thus exempted, which plates except plates on Iowa highway safety patrol vehicles, except unmarked patrol vehicles, shall bear two red stars on a yellow background, one before and one following the registration number on the plate which registration number shall be the officer's badge number. Registration plates issued for a county sheriff's patrol vehicles shall display one seven pointed gold star on a green background followed by the letter "S" and the call number of the vehicle. However, the director of general services or the director of transportation may order the issuance of regular registration plates for any exempted vehicle used by peace officers in the enforcement of the law, persons enforcing chapter 204 and other laws relating to controlled substances, and persons in the department of justice who are regularly assigned to conduct investigations which cannot reasonably be conducted with a vehicle displaying "official" state registration plates. For purposes of sale of exempted vehicles, the exempted governmental body, upon the sale of the exempted vehicle, may issue for in-transit purposes a pasteboard card bearing the words "Vehicle in Transit", the name of the official body from which the vehicle was purchased, together with the date of the purchase plainly marked in at least one-inch letters, and other information which may be required by the department. The in-transit card shall be valid for use only within forty-eight hours after the

purchase date as indicate on the bill of sale which shall be carried by the driver.

2. "Urban transit company" means any person, firm, corporation, company, or municipality which operates buses or trolley cars or both, primarily upon the streets of cities over well-defined routes between certain termini, for the transportation of passengers for a uniform fare, and which accepts passengers all who present themselves for transportation without discrimination up to the limit of the capacity of each vehicle. Included are street railways, plants, equipment, property, and rights, used and useful in the transportation of passengers. Motor carriers and interurbans subject to the jurisdiction of the state department of transportation, and taxicabs, are not included.

Any person, firm, corporation, or company operating an urban transit system shall pay to the county treasurer annually as a registration fee for each bus, car, or vehicle used in the transportation of passengers, five dollars, which shall be paid into the city general fund. Any urban transit company operated by a municipality is not required to pay such registration fees. The motor vehicle department, in accordance with subsection 1, shall furnish distinguishing plates for vehicles used by urban transit companies operated by a municipality. No other provision of law providing for the payment of taxes, registration, or license fees for vehicles shall be applicable to any bus, car, or vehicle for the transportation of passengers owned and operated by any urban transit company.

Section 324.3 and chapter 326 are not applicable to urban transit companies or systems.

321.45 Title must be transferred with vehicle.

1. No manufacturer, importer, dealer or other person shall sell or otherwise dispose of a new vehicle subject to registration under the provisions of this chapter to a dealer to be used by such dealer for purposes of display and lease or resale without delivering to such dealer a manufacturer's or importer's certificate duly executed and with such assignments thereon as may be necessary to show title in the purchaser thereof; nor shall such dealer purchase or acquire a new vehicle that is subject to registration without obtaining from the seller thereof such manufacturer's or importer's certificate. In addition to the assignments stated herein, such manufacturer's or importer's certificate shall contain thereon the identification and description of the vehicle delivered and the name and address of the dealer to whom said vehicle was originally sold over the signature of an authorized official of the manufacturer or importer who made the original delivery.

For each new mobile home, travel trailer and camping trailer

said manufacturer's or importer's certificate shall also contain thereon the exterior length and exterior width of said vehicle not including any area occupied by any hitching device, and the manufacturer's shipping weight.

Complete motor vehicles, other than Class "B" motor homes, which are converted, modified or altered shall retain the identity and model year of the original manufacturer or the vehicle. Motor homes and all other motor vehicles manufactured from chassis or incomplete motor vehicles manufactured by another may have the identity and model year assigned by the final manufacturer.

2. No person shall acquire any right, title, claim or interest in or to any vehicle subject to registration under this chapter from the owner thereof except by virtue of a certificate of title issued or assigned to him for such vehicle or by virtue of a manufacturer's or importer's certificate delivered to him for such vehicle; nor shall any waiver or estoppel operate in favor of any person claiming title to or interest in any vehicle against a person having possession of the certificate of title or manufacturer's or importer's certificate for such vehicle for a valuable consideration except in case of:
 - a. the perfection of a lien or security interest by notation on the certificate of title as provided in section 321.50, or
 - b. The perfection of a security interest in new or used vehicles held as inventory for sale as provided in Uniform Commercial Code, chapter 554, Article 9, or
 - c. A dispute between a buyer and the selling dealer who has failed to deliver or procure the certificate of title as promised, or
 - d. Except for the purposes of section 321.493. Except in the above enumerated cases, no court in any case at law or equity shall recognize the right, title, claim or interest of any person in or to any vehicle subject to registration sold or disposed of, or mortgaged or encumbered, unless evidenced by a certificate of title or manufacturer's or importer's certificate duly issued or assigned in accordance with the provisions of this chapter.
Referred to in section 321.493.
3. Upon the transfer of any registered vehicle, the owner, except as otherwise provided in this chapter, shall endorse an assignment and warranty of title upon the certificate of title for such vehicle with a statement of all liens and encumbrances thereon, and he shall deliver the certificate of title to the purchaser or transferee at the time of delivering the vehicle except as otherwise provided in this chapter. The owner, except as otherwise provided in this chapter, shall also sign the reverse side of the registration card issued for such vehicle indicating the name and address of the transferee and the date of the transfer.

4. Within seven days of the sale and delivery of a mobile home, the dealer making the sale shall certify to the county treasurer of the county where the unit is delivered, the name and address of the purchaser, the point of delivery to the purchaser, and the make, year of manufacture, taxable size, and identification number of the unit.
Referred to in sections 321.20, subsection 4, 321.67, subsections 1 and 2, 321.493.

321.71 Odometer requirements

1. For the purposes of this section the following words and phrases shall have the meanings respectively ascribed to them:
 - a. "Intent and purpose of this section" is and shall mean to achieve the end that odometers of motor vehicles shall at all times correctly show the true mileage that the motor vehicle has been driven.
 - b. "True mileage" is the actual mileage the motor vehicle has been driven.
2. No person shall knowingly tamper with, adjust, alter, change, set back, disconnect or fail to connect the odometer of any motor vehicle, or cause any of the foregoing to occur to an odometer of a motor vehicle, so as to reflect a lower mileage than the true mileage driven by the motor vehicle.
3. No person shall conspire with any other person to evade the intent and purpose of this section.
4. No person shall with the intent to defraud operate a motor vehicle on any street or highway knowing that the odometer of the motor vehicle is disconnected or nonfunctional.
5. No person shall advertise for sale, sell, use or install on any part of a motor vehicle or on any odometer in a motor vehicle any device which causes the odometer to register any mileage other than the true mileage.
6. In the event any odometer is repaired or replaced, the reading of the repaired or replaced odometer shall be set at the reading of the odometer repaired or replaced immediately prior to repair or replacement, but where the odometer is incapable of registering the same mileage the odometer shall be adjusted to read zero and any adjustment made in accordance with the provisions of this subsection shall not be deemed a violation of any provision of this section.
7. As to motor vehicles less than eleven model years old which were equipped with an odometer by the manufacturer, no certificate of title shall be issued unless an odometer statement which is in compliance with federal law and regulations has been made by the transferor of a vehicle and is furnished with the application for certificate of title. The new certificate of title shall record on its face the

odometer reading and if the odometer reading is not the true mileage or the true mileage is unknown, then the word "unknown" shall be recorded. However, a certificate of title may be issued for a motor vehicle to a person who moves into this state if the person acquired ownership of the motor vehicle prior to moving to this state. This subsection does not apply to motor vehicles transferred by operation of law pursuant to section 321.47 nor to motor vehicles having a registered gross vehicle weight of more than sixteen thousand pounds.

8. Any person who knowingly makes or delivers a false odometer statement as required by subsection 7 of this section shall be guilty of a violation of this section.
9. An Iowa licensed motor vehicle dealer shall not have in possession as inventory for sale a used motor vehicle acquired by the dealer after the eleventh model year prior to the current registration year, for which the dealer does not possess an odometer statement by the transferor which is in compliance with federal law and regulations unless a certificate of title has been issued for the vehicle in the name of the dealer.
10. A transferee of a motor vehicle reassigning the certificate of title to such motor vehicle pursuant to the provision of section 321.48, subsection 1, shall not be guilty of a violation of this section if such transferee has in his possession an odometer statement by the transferor which is in compliance with federal law and regulations and if he has no knowledge that the statement is false and that he has no knowledge that the odometer does not reflect the true mileage of such motor vehicle.
11. Any person who violates this section commits a fraudulent practice.

321.98 Highway operation

No person shall operate, nor shall an owner knowingly permit to be operated upon any highway any vehicle required to be registered and title hereunder unless there shall be attached thereto and displayed thereon when and as required by this chapter a valid registration card and registration plate or plates issued therefor for the current registration year and unless a certificate of title has been issued for such vehicle except as otherwise expressly permitted in this chapter. Any violation of this section is a simple misdemeanor.

321.117 Motorcycle, ambulance, and hearse fees.

For all motorcycles the annual fee shall be twenty dollars. For all motorized bicycles the annual fee shall be seven dollars. When the motorcycle is more than five model years old, the annual registration fee shall be ten dollars. The annual registration fee for ambulances and hearses shall be fifty dollars. Passenger car plates shall be issued for ambulances and hearses.

321.174 Operators and chauffeurs licensed.

A person, except those herinafter expressly exempted shall not drive any motor vehicle upon a highway in this state unless such person has a valid motor vehicle license issued by the department. No person shall operate a motor vehicle as a chauffeur unless he holds a valid chauffeur's license.

Every licensee shall have his or her operator's or chauffeur's, or motorized bicycle license or instruction permit in immediate possession at all times when operating a motor vehicle and shall display the same, upon demand of judicial magistrate or district associate judge, a peace officer, or a field deputy or examiner of the department. However, no person charged with violating this section shall be convicted if he or she produces in court, within a reasonable time, an operator's or chauffeur's or motorized bicycle license or instruction permit issued to him or her and valid at the time of the person's arrest.

321.175 Chauffeurs exempted as operators.

Any person holding a valid chauffeur's license hereunder need not procure an operator's license.

321.176 Persons exempt.

The following persons are exempt from license hereunder:

1. Any person while operating a military motor vehicle in the service of the armed forces of the United States.
2. Any person while operating a farm tractor or implement of husbandry to or from the home farm buildings to any adjacent or nearby farm land for the exclusive purpose of conducting farm operations.
3. A nonresident operating a motor vehicle within the legal scope of the nonresident's home state or country license.

321.177 Persons not to be licensed.

The department shall not issue any license hereunder:

1. To any person, as an operator, who is under the age of eighteen years, without the person's first having successfully completed an approved driver education course, in which case, the minimum age is sixteen years. However, the department may issue a school license as provided in section 321.180, to any person who is at least fourteen years of age. The department may issue a license restricted for use only for motorized bicycles as provided in section 321.189, subsection 2.
2. To any person as a chauffeur, who is under the age of eighteen years.
3. To any person, as an operator or chauffeur whose license or

driving privilege has been suspended during such suspension or to any person whose license, or driving privilege, has been revoked, until the expiration of one year after such revocation.

4. To any person, as an operator or chauffeur, who is a chronic alcoholic, or is addicted to the use of narcotic drugs.
5. To any person, as an operator or chauffeur, who has previously been adjudged to be incompetent by reason of mental illness and who has not at the time of application been restored to competency by the methods provided by law.
6. To any person, as an operator or chauffeur, who is required by this chapter to take an examination, unless such person shall have successfully passed such examination.
7. To any person when the director has good cause to believe that such person by reason of physical or mental disability would not be able to operate a motor vehicle with safety upon the highways.

321.178 Driver education.

1. Approved course.

An approved driver education course as programmed by the department of education shall consist of at least thirty clock hours of classroom instruction, and six or more clock hours of laboratory instruction of which at least three clock hours shall consist of street or highway driving. After the student has completed three clock hours of street or highway driving and has demonstrated to the instructor an ability to properly operate a motor vehicle and upon written request of a parent or guardian, the instructor may waive the remaining required laboratory instruction.

Every public school district in Iowa shall offer or make available to all students residing in the school district or Iowa students attending a nonpublic school in the district an approved course in driver education. The courses may be offered at sites other than at the public school, including non-public school facilities within the public school districts. An approved course offered during the summer months, on Saturdays, after regular school hours during the regular terms or partly in one term or summer vacation period and partly in the succeeding term or summer vacation period, as the case may be, shall satisfy the requirements of this section to the same extent as an approved course offered during the regular school hours of the school term. A student who successfully completes and obtains certification in an approved course in driver education or an approved course in motorcycle education may, upon proof of such fact, be excused from any field test which the student would otherwise be required to take in demonstrating the student's ability to operate a motor vehicle.

"Student," for purposes of this section, means any person between the ages of fifteen years and twenty-one years who resides in the public school district and who satisfies the preliminary licensing requirements of the department.

Any person who successfully completes an approved driver education course at a private or commercial driver education school licensed by the department, shall likewise be eligible for an operator's license at the age of sixteen years, providing the instructor in charge of the student's training has satisfied the educational requirements for a teaching certificate at the secondary level and holds a valid certificate to teach driver education in the public schools of Iowa.

2. Restricted license.

- a. Any person between sixteen and eighteen years of age who is not in attendance at school or who is in attendance in a public or private school where an approved driver's education course is not offered or available, may be issued a restricted license only for travel to and from work without having completed an approved driver's education course. The restricted license shall be issued by the department only upon confirmation of the person's employment and need for a restricted license to travel to and from work and upon receipt of a written statement from the public or private school that an approved course in driver's education was not offered or available to the person, if applicable. The employer shall notify the department if the employment of the person is terminated before the person attains the age of eighteen. The person shall not have a restricted license revoked or suspended upon reentering school prior to age eighteen provided the student enrolls in and completes the classroom portion of an approved driver's education course as soon as a course is available.
- b. The department may suspend a restricted license issued under this section upon receiving a record of the person's conviction for one violation and shall revoke the license upon receiving a record of conviction for two or more violations of a law of this state or a city ordinance regulating the operation of motor vehicles on highways, other than parking violations as defined in section 321.210. After revoking a license under this section the department shall not grant an application for a new license or permit until the expiration of one year or until the person attains the age of eighteen whichever is the longer period.

321.180 Instruction permits.

1. Any person who is at least fourteen years of age and who, except for his lack of instructions in operating a motor

vehicle, would otherwise be qualified to obtain an operator's license, shall upon meeting the requirements of section 321.186 other than driving demonstration, and upon paying the required fee, be issued a temporary instruction permit by the department, entitling the permittee while having such permit in his immediate possession to drive a motor vehicle upon the highways for a period of two years from the date of issuance when accompanied by a licensed operator or chauffeur who is at least eighteen years of age, or an approved driver education instructor, or a prospective driver education instructor who is enrolled in and has been specifically designated by a teacher education institution with a safety education program approved by the department of education, and who is actually occupying a seat beside the driver; except that any instruction permit issued to a person who is less than sixteen years of age shall entitle such permittee to drive a motor vehicle upon the highways only when accompanied by a parent or guardian, or an approved driver education instructor, or a prospective driver education instructor, who is enrolled in and has been specifically designated by a teacher education institution with a safety education program approved by the department of education or by any person who is twenty-five years of age or more if written permission is granted by the parent or guardian, who is a holder of a valid operator's or a chauffeur's license, and who is actually occupying a seat beside the driver.

If the permit holder is driving a motorcycle, the qualified operator must be within audible and visual communications distance from the permit holder and is accompanying the permit holder on or in a different motor vehicle. However, only one permit holder shall be under the immediate supervision of an accompanying qualified operator, unless the qualified operator is an approved motorcycle or driver education instructor or a prospective driver or motorcycle education instructor, and the permit holder is enrolled in an approved motorcycle or driver education course, in which case no more than three students shall be under the immediate supervision of each instructor while on the highway.

2. A person, upon meeting each of the following requirements, shall be eligible to apply for a chauffeur's instruction permit valid for the operation of a motor vehicle requiring a chauffeur's license when the permittee is accompanied by a person, possessing a valid chauffeur's license, properly licensed to drive the motor vehicle and actually occupying a seat beside the permittee. An applicant must be at least eighteen years of age, otherwise qualified to obtain a valid chauffeur's license and must meet the requirements of 321.186 other than a driving demonstration. The chauffeur's instruction permit shall be valid for a period not to exceed two years and shall be returned to the department upon receipt of a valid chauffeur's license. Issuance of a chauffeur's instruction permit shall not require the surrender of a valid operator's license.

A permittee shall not be penalized for failing to have his or her permit in immediate possession if the permittee produces in court, within a reasonable time, an instruction permit issued to him or her and valid at the time of permittee's arrest.

321.189 Licenses issued.

1. Motor vehicle license. Upon the payment of the required fee, the department shall issue to every qualifying applicant an operator's license, motorized bicycle license, or chauffeur's license, as applied for. Appearing on this license shall be a distinguishing number assigned to the licensee; the licensee's full name, date of birth, sex, residence address; a colored photograph; a brief description of the licensee; and the usual signature of the licensee. If prior to the renewal date, a person desires to obtain an operator's or chauffeur's license in the form authorized by this section, such license may be issued as a voluntary replacement upon payment of the required fee. The number of places where licenses are available shall not be reduced because of procedures or equipment required in placing colored photographs on licenses or permits. The department shall provide a space on every license where the licensee may affix a decal or sticker indicating that the licensee is a donor under the Uniform Anatomical Gift Act and shall provide a space where the licensee may affix a symbol indicating the presence of a medical condition. The license may contain such other information as the department may by rule require. No license shall be valid unless it bears the usual signature of the licensee. The department shall advise an applicant that he or she may request a number other than a social security number as the motor vehicle license number. The department shall not retain a positive or negative photograph of the licensee. The licensee may affix a decal or sticker on the license in the space provided which indicates that the licensee is a donor under the Uniform Anatomical Gift Act. The decal shall not be larger than one-half inch in diameter. The use of the decal or sticker on the license shall be authorized only if the licensee has complied with the provisions for making a gift under the Uniform Anatomical Gift Act and shall be effective only if the licensee carries on or about the licensee's person a duly signed and executed donor card as authorized by the Uniform Anatomical Gift Act.

After January 1, 1982, a person under the age of eighteen applying for a motor vehicle license valid for the operation of a motorcycle shall be required to successfully complete a motorcycle education course approved and established by the department of education or successfully complete an approved motorcycle education course at a private or commercial driver education school licensed by the department. A public school district shall charge a student a fee which shall not exceed the actual cost of instruction.

A motor vehicle license or a nonoperator's identification card

issued to a person under nineteen years of age shall be identical in form to any other motor vehicle license or nonoperator's identification card issued to any other person, except that the photograph appearing on the face of the license or card shall be a side profile of the applicant. Upon attaining the age of nineteen, and upon the payment of a one dollar fee, the person shall be entitled to a new motor vehicle license or nonoperator's identification card for the unexpired months of the motor vehicle license or the nonoperator's identification card. This paragraph is effective for licenses or cards issued after July 1, 1984.

2. Motorized bicycle license.

- a. The department may issue a motorized bicycle license to a person fourteen years of age or older who has passed a vision test and a written examination on the rules of the road. After January 1, 1982, persons under the age of sixteen applying for a motorized bicycle license shall also be required to successfully complete a motorized bicycle education course approved and established by the department of education or successfully complete an approved motorized bicycle education course at a private or commercial driver education school licensed by the department. A public school district shall charge a student a fee which shall not exceed the actual cost of instruction. A motorized bicycle license entitles the licensee to operate a motorized bicycle upon the highway while having the license in the licensee's immediate possession. The license is valid for a period of two years, subject to termination or cancellation as provided in this section.
- b. A motorized bicycle license shall be canceled upon a conviction for a moving traffic violation and reapplication may be made thirty days after the date of cancellation. The cancellation of the license upon conviction for a moving traffic violation shall not result in requiring the applicant to maintain proof of financial responsibility under section 321A.17, unless the conviction would otherwise result in a suspension or revocation of a person's operator's license.
- c. As used in this section, "moving traffic violation" does not include a parking violation as defined in section 321.210 or a violation of a section of the Code of municipal ordinance pertaining to standards to be maintained for motor vehicle equipment except sections 321.430 and 321.431, or except a municipal ordinance pertaining to motor vehicle brake requirements as applicable to motorized bicycles.
- d. A motorized bicycle license is not required to operate a motorized bicycle if the operator possesses a valid operator's or chauffeur's license.

- e. A motorized bicycle license shall terminate upon issuance to the licensee of an operator's or chauffeur's license. A valid motorized bicycle license shall be returned to the department prior to issuance of an operator's or chauffeur's license.

321.191 Fee.

The fee for an operator's license shall be seven dollars if issued for a period of two years, and twenty dollars if issued for a period of six years. The fee for a chauffeur's license shall be fourteen dollars if issued for a period of two years, and forty dollars if issued for a period of six years. The fee for an instruction permit shall be six dollars, for a chauffeur's instruction permit, twelve dollars, for a temporary driver's permit, ten dollars and for a motorized bicycle license, ten dollars.

There shall be a fee of twenty dollars for reinstatement of a chauffeur's license or operator's license which is, after notice and opportunity for hearing, suspended or revoked pursuant to sections 321.193, 321.209, 321.210, except subsection 4 thereof, 321.513, 321.560, 321A.6, and chapter 321B. The twenty dollar fee shall be collected only if the person whose license was suspended or revoked was served personally with notice. If the person whose license was suspended or revoked was served notice by certified mail, the reinstatement fee shall be ten dollars.

321.194 Minor's school licenses.

Upon certification of a special need by the school board or the superintendent of the applicant's school, the department may issue a school license to a person between the ages of fourteen and eighteen years. The license shall entitle the holder, while having the license in immediate possession, to operate a motor vehicle during the hours of 6 a.m. to 9 p.m. over the most direct and accessible route between the licensee's residence and schools of enrollment and between schools of enrollment for the purpose of attending duly scheduled courses of instruction and extracurricular activities at the schools or at any time when accompanied by a parent or guardian, driver education instructor, or prospective driver education instructor who is a holder of a valid operator's or chauffeur's license, and who is actually occupying a seat beside the driver. The license shall expire on the licensee's eighteenth birthday or upon issuance of a restricted license under section 321.178, subsection 2 of operator's license.

Each application shall be accompanied by a statement from the school board or superintendent of the applicant's school. The statement shall be upon a form provided by the department. The school board or superintendent shall certify that a need exists for the license and that the board and superintendent are not responsible for actions of the applicant which pertain to the use of the school license. The department of education shall adopt rules pursuant to chapter 17A establishing criteria for issuing a statement of necessity. Upon receipt of a statement of necessity, the department

shall issue a school license. The fact that the applicant resides at a distance less than one mile from the applicant's schools of enrollment is prima-facie evidence of the nonexistence of necessity for the issuance of a license.

A license issued under this section is subject to suspension or revocation in like manner as any other license or permit issued under a law of this state. The department may also suspend a license upon receiving satisfactory evidence that the licensee has violated the restrictions of the license or has been involved in one or more accidents chargeable to the licensee. The department may suspend a license issued under this section upon receiving a record of the licensee's conviction for one violation and shall revoke the license upon receiving a record of conviction for two or more violations of a law of this state or a city ordinance regulating the operation of motor vehicles on highways other than parking violations as defined in section 321.210. After revoking a license under this section the department shall not grant an application for a new license or permit until the expiration of one year or until the licensee's sixteenth birthday whichever is the longer period.

321.216 Unlawful use of license.

It is a simple misdemeanor for any person:

1. To display or cause or permit to be displayed or have in his possession any canceled, revoked, suspended, fictitious or fraudulently altered temporary driver's permit, temporary instruction permit, motorized bicycle license, operator's license, or chauffeur's license.
2. To lend his temporary driver's permit, temporary instruction permit, motorized bicycle license, operator's license, or chauffeur's license to any other person or knowingly permit the use thereof by another.
3. To display or represent as one's own any temporary driver's permit, temporary instruction permit, motorized bicycle license, operator's license, or chauffeur's license not issued to him.
4. To fail to refuse to surrender to the department upon its lawful demand any temporary driver's permit, temporary instruction permit, motorized bicycle license, operator's license, or chauffeur's license which has been suspended, revoked, or canceled.
5. To use a false or fictitious name in any application for a temporary driver's permit, temporary instruction permit, motorized bicycle license, operator's license, or chauffeur's license or to knowingly make a false statement or to knowingly conceal a material fact or otherwise commit a fraud in any such application.
6. To permit any unlawful use of a temporary driver's permit,

temporary instruction permit, motorized bicycle license, operator's license, or chauffeur's license issued to him.

7. To obtain, possess or have in one's control or on one's premises blank motor vehicle license forms.

321.275 Operation of motorcycles and motorized bicycles.

1. General. The motor vehicle laws apply to the operators of motorcycles and motorized bicycles to the extent practically applicable.
2. Riders.
 - a. Motorized bicycles. A person operating a motorized bicycle on the highways shall not carry any other person on the vehicle.
 - b. Motorcycles. A person shall not operate or ride a motorcycle on the highways with another person on the motorcycle unless the motorcycle is designed to carry more than one person. The additional passenger may ride upon the permanent and regular seat if designed for two persons, or upon another seat firmly attached to the motorcycle at the rear of the operator. The motorcycle shall be equipped with footrests for the passenger unless the passenger is riding in a sidecar or enclosed cab. The motorcycle operator shall not carry any person nor shall any other person ride in a position that will interfere with the operation or control of the motorcycle or the view of the operator.
3. Sitting position. A person operating a motorcycle or motorized bicycle shall ride only upon the vehicle's permanent and regular attached seat. Every person riding upon the vehicle shall be sitting astride the seat, facing forward with one leg on either side of the vehicle.
4. Use of traffic lanes. Persons shall not operate motorcycles or motorized bicycles more than two abreast in a single lane. Except for persons operating such vehicles two abreast, a motor vehicle shall not be operated in a manner depriving a motorcycle or motorized bicycle operator of the full use of a lane. A motorcycle or motorized bicycle shall not be operated between lanes of traffic or between adjacent lines or rows of vehicles. The operator of a motorcycle or motorized bicycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken unless the vehicle being overtaken is a motorcycle or motorized bicycle.
5. Headlights on. A person shall not operate a 1977 or later model year motorcycle or any model year motorized bicycle upon the highways without displaying at least one lighted headlamp of the type described in section 321.409. However, this subsection is subject to the exceptions with respect to parked vehicles as provided in this chapter.

6. Packages. The operator of a motorcycle or motorized bicycle shall not carry any package, bundle, or other article which prevents the operator from keeping both hands on the handlebars.
7. Handlebars. A person shall not operate a motorcycle or motorized bicycle with handlebars more than fifteen inches in height above that portion of the seat occupied by the operator.
8. Parades. The provisions of this section do not apply to motorcycles or motorized bicycles when used in a parade authorized by proper permit from local authorities.

321.281 Operating while intoxicated or drugged.

This section of the Code was repealed in 1986 by the Seventy-first General Assembly. It was replaced by a 34 page bill which was enacted and was placed in the Code as Section 321J. While it is not reprinted here because of its length, it is recommended you become familiar with its provisions.

321.294 Minimum speed regulation.

No person shall drive a motor vehicle at such a slow speed as to impede or block the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law. Peace officers are hereby authorized to enforce this provision by directions to drivers, and in the event of apparent willful disobedience to this provision and refusal to comply with direction of an officer in accordance herewith the continued slow operation by a driver shall be a misdemeanor, and be punished as provided in section 321.482.

321.317 Signals by hand and arm or signal device.

1. The signals required under the provisions of this chapter may be given either by means of the hand and arm as provided in section 321.318, or by a mechanical or electrical directional signal device or light of a type approved by the department and conforming to the provisions of this chapter relating thereto.
2. Directional signal devices shall be designed with a white, yellow or amber lamp or lamps to be displayed on the front of vehicles and with a lamp or lamps of red, yellow or amber to be displayed on the rear of vehicles. Such devices shall be capable of clearly indicating any intention to turn either to the right or to the left and shall be visible and understandable during both daylight and darkness from a distance of at least one hundred feet from the front and rear of a vehicle equipped therewith.
3. It is unlawful for any person to sell or offer for sale or operate on the highways of the state any vehicle subject to

registration under the provisions of this chapter which has never been registered in this or any other state prior to January 1, 1954, unless the vehicle is equipped with directional signal device of a type approved by the department and is in compliance with the provisions of subsection 2 of this section. Motorcycles, motorized bicycles, and semitrailers and trailers less than forty inches in width are exempt from the provisions of this section.

4. When a vehicle is equipped with a directional signal device, such device shall at all times be maintained in good working condition. No directional signal device shall project a glaring or dazzling light. All directional signal devices shall be self-illuminated when in use while other lamps on the vehicle are lighted.
5. Whenever any vehicle or combination of vehicles is disabled or for other reason may present a vehicular traffic hazard requiring unusual care in approaching, overtaking or passing, the operator then may display on the vehicle or combination of vehicles four directional signals of a type complying with the provisions of this section relating to directional signal devices in simultaneous operation. This subsection does not exempt any vehicle or combination of vehicles from compliance with the provisions of sections 321.447 and 321.448.

321.386 Head lamps on motorcycles and motorized bicycles.

Every motorcycle and motorized bicycle shall be equipped with at least one and not more than two head lamps which shall comply with the requirements and limitations of this chapter.

321.409 Mandatory lighting equipment.

Except as hereinafter provided, the headlamps or the auxiliary driving lamp or the auxiliary passing lamp or combination thereof on motor vehicles other than motorcycles or motorized bicycles shall be so arranged that the driver may select at will between distributions of light projected to different elevations and the lamps may, in addition, be so arranged that selection can be made automatically, subject to the following limitations:

1. There shall be an uppermost distribution of light, or composite beam, so aimed and of sufficient intensity to reveal persons and vehicles at a distance of at least three hundred fifty feet ahead for all conditions.
2. There shall be a lowermost distribution of light, or composite beam so aimed and of sufficient intensity to reveal persons and vehicles at a distance of at least one hundred feet ahead; and on a straight level road under any condition of loading none of the high-intensity portion of the beam shall be directed to strike the eyes of an approaching driver.
3. Every new motor vehicle, other than a motorcycle or motorized

bicycle which has multiple-beam road-lighting equipment shall be equipped with a beam indicator, which shall be lighted whenever the uppermost distribution of light from the headlamps is in use, and shall not otherwise be lighted. The indicator shall be so designed and located that when lighted it will be readily visible without glare to the driver of the vehicle.

321.415 Required usage of lighting devices.

Whenever a motor vehicle is being operated on a roadway or shoulder during the times specified in section 321.384, the driver shall use a distribution of light, or composite beam, directed high enough and of sufficient intensity to reveal persons and vehicles at a safe distance in advance of the vehicle, subject to the following requirements and limitations:

1. Whenever a driver of a vehicle approaches an oncoming vehicle within five hundred feet, the driver shall use a distribution of light, or composite beam, so aimed that the glaring rays are not projected into the eyes of the oncoming driver. The lowermost distribution of light, or composite beam, specified in section 321.409, subsection 2, shall be deemed to avoid glare at all times, regardless of road contour and loading.
2. Whenever the driver of a vehicle follows another vehicle within two hundred feet to the rear, except when engaged in the act of overtaking and passing, the driver shall use a distribution of light permissible under this chapter other than the uppermost distribution of light specified in section 321.409, subsection 1.
3. The provisions of subsections 1 and 2 do not apply to motorcycles or motorized bicycles being operated between sunrise and sunset.

321.430 Brake, hitch and control requirements.

1. Every motor vehicle, other than motorcycle, or motorized bicycle, when operated upon a highway shall be equipped with brakes adequate to control the movement of and to stop and hold such vehicle, including two separate means of applying the brakes, each of which means shall be effective to apply the brakes to at least two wheels. If these two separate means of applying the brakes are connected in any way, they shall be so constructed that failure of any one part of the operating mechanism shall not leave the motor vehicle without brakes on at least two wheels.
2. Every motorcycle and motorized bicycle, when operated upon a highway shall be equipped with at least one brake, which may be operated by hand or foot.
3. Every trailer or semitrailer of a gross weight of three thousand pounds or more, and every trailer coach or travel

trailer of a gross weight of three thousand pounds or more intended for use for human habitation, when operated on the highways of this state, shall be equipped with brakes adequate to control the movement of and to stop and hold such vehicle, and so designed as to be applied by the driver of the towing motor vehicle from its cab, or with selfactuating brakes, and weight equalizing hitch with a sway control of a type approved by the director of transportation. Every semitrailer, travel trailer, or trailer coach of a gross weight of three thousand pounds or more shall be equipped with a separate, auxiliary means of applying the brakes on the semitrailer, travel trailer, or trailer coach from the cab of the towing vehicle. Trailers or semitrailers with a truck or truck tractor need only comply with the brake requirements.

4. Except as otherwise provided in this chapter, every new motor vehicle, trailer, or semitrailer hereafter sold in this state and operated upon the highways shall be equipped with service brakes upon all wheels of every such vehicle with the following exceptions:
 - a. Any motorcycle or motorized bicycle.
 - b. Any trailer or semitrailer of less than three thousand pounds gross weight need not be equipped with brakes.
 - c. Trucks and truck tractors having three or more axles need not have brakes on the front wheels, except that such vehicles equipped with two or more front axles shall be equipped with brakes on at least one of such axles; provided that the service brakes of such vehicle comply with the performance requirements of section 321.431.
 - d. Only such brakes on the vehicle or vehicles being towed in a driveaway-towaway operation need be operative as may be necessary to insure compliance by the combination of vehicles with the performance requirements of section 321.431. The term "driveaway-towaway" operation as used in this subsection means any operation in which any motor vehicle or motor vehicles, new or used, constitute the commodity being transported, when one set or more of wheels of any such motor vehicle or motor vehicles are on the roadway during the course of transportation, whether or not any such motor vehicle furnishes the motive power.

321A Financial responsibility

321A.1 Definitions. The following words and phrases when used in this chapter shall, for the purposes of this chapter, have the meanings respectively ascribed to them in this section, except in those instances where the context clearly indicates a different meaning:

1. DIRECTOR. "Director" means the director of transportation or his designee.
2. JUDGMENT. A judgment which has become final by expiration without appeal during the time within

which an appeal might have been perfected, or a judgment if an appeal from the judgment has been perfected, which has not been stayed by the execution, filing and approval of a bond as provided in rule 7(a) of appellate procedure, or a judgment which has become final by affirmation on appeal, rendered by a court of competent jurisdiction of a state or of the United States, upon a cause of action arising out of the ownership, maintenance, or use of a motor vehicle, for damages, including damages for care and loss of services, because of bodily injury to or death of a person, or for damages because of injury to or destruction of property, including the loss of use of property, or upon a cause of action on an agreement of settlement for such damages.

3. LICENSE. Any license, temporary instruction permit, or temporary license issued under the laws of this state pertaining to the licensing of persons to operate motor vehicles.
4. MOTOR VEHICLE. "Motor vehicle" means every vehicle which is self-propelled but not including vehicles known as trackless trolleys which are propelled by electric power obtained from overhead trolley wires, but not operated upon rails. The term "car" or "automobile" shall be synonymous with the term "motor vehicle".
5. NONRESIDENT. Every person who is not a resident of this state.
6. NONRESIDENT OPERATING PRIVILEGE. The privilege conferred upon a nonresident by the laws of this state pertaining to the operation by him of a motor vehicle, or use of motor vehicles owned by him, in this state.
7. OPERATOR. Every person who is in actual physical control of a motor vehicle whether or not licensed as an operator or chauffeur under the laws of this state.
8. OWNER. A person who holds the legal title of a motor vehicle, or in the event a motor vehicle is the subject of a security agreement with a right of possession in the debtor, then such debtor shall be deemed the owner for the purpose of this chapter.
9. PERSON. Every natural person, firm, co-partnership, association or corporation.
10. PROOF OF FINANCIAL RESPONSIBILITY. Proof of ability to respond in damages for liability, on account of

accidents occurring subsequent to the effective date of the proof, arising out of the ownership, maintenance, or use of a motor vehicle, in amounts as follows: With respect to accidents occurring on or after January 1, 1981, and prior to January 1, 1983, the amount of fifteen thousand dollars because of bodily injury to or death of one person in any one accident, and, subject to the limit for one person, the amount of thirty thousand dollars because of bodily injury to or death of two or more persons in any one accident, and, the amount of ten thousand dollars because of injury to or destruction of property of others in any one accident; and with respect to accidents occurring on or after January 1, 1983, the amount of twenty thousand dollars because of bodily injury to or death of one person in any one accident, and, subject to the limit for one person, the amount of forty thousand dollars because of bodily injury to or death of two or more persons in any one accident, and the amount of fifteen thousand dollars because of injury to or destruction of property of others in any one accident.

321A.5 Security required following accident--exceptions.

1. The director shall, immediately or within sixty days after the receipt of a report of a motor vehicle accident within this state which has resulted in bodily injury or death or damage to the property of any one person in excess of five hundred dollars, suspend the license of each operator and all registrations of each owner of a motor vehicle in any manner involved in the accident, and if the operator is a nonresident the privilege of operating a motor vehicle within this state, and if the owner is a nonresident the privilege of the use within this state of any motor vehicle owned by the owner, unless the operator or owner or both shall deposit security in a sum which shall be sufficient in the judgment of the director to satisfy any judgment or judgments for damages resulting from the accident as may be recovered against the operator or owner; provided notice of the suspension shall be sent by the director to the operator and owner not less than ten days prior to the effective date of the suspension and shall state the amount required as security.
2. This section shall not apply under the conditions stated in section 321A.6 or to any of the following:
 - a. To such operator or owner if such owner had in effect at the time of such accident an automobile liability policy with respect to the motor vehicle involved in such accident;

- b. To such operator, if not the owner of such motor vehicle, if there was in effect at the time of such accident an automobile liability policy or bond with respect to his operation of motor vehicles not owned by him;
 - c. To such operator or owner if the liability of such operator or owner for damages resulting from such accident is, in the judgment of the director, covered by any other form of liability insurance policy or bond; or
 - d. To such owner if such owner is at the time of such accident qualified as a self-insurer under section 321A.34, or to any such operator operating such motor vehicle for such self-insurer.
3. A policy or bond is not effective under this section unless issued by an insurance company or surety company authorized to do business in this state, except that if the motor vehicle was not registered in this state, or was a motor vehicle which was registered elsewhere than in this state at the effective date of the policy or bond, or the most recent renewal thereof, the policy or bond is not effective under this section unless the insurance company or surety company if not authorized to do business in this state executes a power of attorney authorizing the director to accept service on its behalf of notice or process in any action upon the policy or bond arising out of the accident. However, with respect to accidents occurring on or after January 1, 1981, and before January 1, 1983, every such policy or bond is subject, if the accident has resulted in bodily injury or death, to a limit, exclusive of interest and costs, of not less than fifteen thousand dollars because of bodily injury to or death of one person in any one accident and, subject to the limit for one person, to a limit of not less than thirty thousand dollars because of bodily injury to or death of two or more persons in any one accident, and, if the accident has resulted in injury to or destruction of property, to a limit of not less than ten thousand dollars because of the injury to or destruction of property of others in any one accident; and with respect to accidents occurring on or after January 1, 1983, every such policy or bond is subject, if the accident has resulted in bodily injury or death, to a limit, exclusive of interest and costs, of not less than twenty thousand dollars because of bodily injury to or death of one person in any one accident and, subject to the limit for one person, to a limit of not less than forty thousand dollars because of bodily injury to or death of two or more persons in any one accident, and, if the accident has resulted in injury to or destruction of property, to a limit of not less than fifteen thousand dollars because of injury to or destruction of property of others in any one accident.

Upon receipt of a report of a motor vehicle accident and information that an automobile liability policy or surety bond meeting the requirements of this chapter was in effect at the time of this accident covering liability for damages resulting from such accident, the director shall forward by regular mail to the insurance carrier or surety carrier which issued such policy or bond a copy of such information concerning insurance or bond coverage, and it shall be presumed that such policy or bond was in effect and provided coverage to both the operator and the owner of the motor vehicle involved in such accident unless the insurance carrier or surety carrier shall notify the director otherwise within fifteen days from the mailing of such information to such carrier; provided, however, that in the event the director shall later ascertain that erroneous information had been given him in respect to the insurance or bond coverage of the operator or owner of motor vehicle involved in such accident, he shall take such action as he is otherwise authorized to do under this chapter within sixty days after the receipt by him of correct information with respect to such coverage.

321A.6 Exceptions to requirement of security. The requirements as to security and suspension in section 321A.5 shall not apply:

1. To the operator or the owner of a motor vehicle involved in any accident wherein no injury or damage was caused to the person or property of anyone other than such operator or owner.
2. To the operator or the owner of a motor vehicle if at the time of the accident the vehicle was stopped, standing, or parked, or whether attended or unattended, except that the requirements of this chapter shall apply in the event the director determines that any such stopping, standing, or parking of the vehicle was illegal or that the vehicle was not equipped with lighted lamps or illuminating devices or flags when and as required by the laws of this state and that any such violation contributed to the accident.
3. To the owner of a motor vehicle if at the time of the accident the vehicle was being operated without his permission, express or implied, or was parked by a person who had been operating such motor vehicle without such permission.
4. If, prior to the date that the director would otherwise suspend license and registration or nonresident's operating privilege under section 321A.5, there shall be filed with the director evidence satisfactory to him that the person who would otherwise have to file security has been released from liability or been finally adjudicated

not to be liable or has executed a warrant for confession of judgment, payable when and in such installments as the parties have agreed to, or has executed a duly acknowledged written agreement providing for the payment of an agreed amount in installments, with respect to all claims for injuries or damages resulting from the accident; provided, however, in the event there shall be any default in the payment of any installment under any confession of judgment, then, upon notice of such default, the director shall forthwith suspend the license and registration or nonresident's operator privilege of such person defaulting which shall not be restored unless and until the entire amount provided for in said confession of judgment has been paid; and provided, further, that in the event there shall be any default in the payment of any installment under any duly acknowledged written agreement, then, upon notice of such default, the director shall forthwith suspend the license and registration or nonresident's operator privilege of such person defaulting which shall not be restored unless and until:

- a. Such person deposits and thereafter maintains security as required under section 321A.5 in such amount as the director may then determine; or
- b. Twelve months after such security was required, provided the department has not been notified that an action upon such an agreement has been instituted in a court in this state within one year after such security was required.

321A.7 Duration of suspension. The license and registration and nonresident's operating privilege suspended as provided in section 321A.5 shall remain so suspended and shall not be renewed nor shall any such license or registration be issued to such person until:

1. Such person shall deposit or there shall be deposited on his behalf the security required under section 321A.5; or
2. Twelve months after such accident, provided the department has not been notified by any party to the action or an attorney for any party that an action for damages arising out of such accident has been instituted within one year from the date of the accident; or
3. Evidence satisfactory to the director has been filed with him of a release from liability, or a final adjudication of nonliability, or a warrant for confession of judgment, or a duly acknowledged written agreement, in accordance with subsection 4 of section 321A.6; provided, however, in the event there shall be any default in the payment of any installment under any confession of judgment, then, upon notice of such default, the director shall forthwith suspend the license and registration or nonresident's operating privilege of such person defaulting which shall

not be restored unless and until the entire amount provided for in said confession of judgment has been paid; and provided, further, that in the event there shall be any default in the payment of any installment under any duly acknowledged written agreement, then, upon notice of such default, the director shall forthwith suspend the license and registration or nonresident's operating privilege of such person defaulting which shall not be restored unless and until (a) such person deposits and thereafter maintains security as required under section 321A.5 in such amount as the director may then determine, or (b) twelve months after such security was required, provided the department has not been notified by any party to the action or an attorney for any party that an action upon such an agreement has been instituted in a court in this state within one year after such security was required.

321A.14 Suspension to continue until judgments paid and proof given.

1. Such license, registration, and nonresident's operating privilege shall remain so suspended and shall not be renewed, nor shall any such license or registration be thereafter issued in the name of such person, including any such person not previously licensed, unless and until every such judgment is satisfied in full or to the extent hereinafter provided, and until the said person gives proof of financial responsibility subject to the exemptions stated in sections 321A.13 and 321A.16.
2. A discharge in bankruptcy following the rendering of any such judgment shall not relieve the judgment debtor from any of the requirements of sections 321A.12 to 321A.29.

321A.15 Payments sufficient to satisfy requirements.

1. a. Judgments referred to in this chapter and rendered upon claims arising from accidents occurring on or after January 1, 1981, and before January 1, 1983, shall, for the purpose of this chapter only, be deemed satisfied when the following occur:
 1. When fifteen thousand dollars has been credited upon any judgment or judgments rendered in excess of that amount because of bodily injury to or death of one person as the result of any one accident.
 2. When, subject to the limit of fifteen thousand dollars because of bodily injury to or death of one person, the sum of thirty thousand dollars has been credited upon any judgment or judgments rendered in excess of that amount because of bodily injury to or death of two or more persons as the result of any one accident.

3. When ten thousand dollars has been credited upon any judgment or judgments rendered in excess of that amount because of injury to or destruction of property of others as a result of any one accident.
 - b. Judgments referred to in this chapter and rendered upon claims arising from accidents occurring on or after January 1, 1983, shall, for the purpose of this chapter only, be deemed satisfied when the following occur:
 1. When twenty thousand dollars has been credited upon any judgment or judgments rendered in excess of that amount because of bodily injury to or death of one person as the result of any one accident.
 2. When, subject to the limit of twenty thousand dollars because of bodily injury to or death of one person, the sum of forty thousand dollars has been credited upon any judgment or judgments rendered in excess of that amount because of bodily injury to or death of two or more persons as the result of any one accident.
 3. When fifteen thousand dollars has been credited upon any judgment or judgments rendered in excess of that amount because of injury to or destruction of property of others as a result of any one accident.
 2. Provided, however, payments made in settlements of any claims because of bodily injury, death, or property damage arising from a motor vehicle accident shall be credited in reduction of the amounts provided for in this section.
- 321A.17 Proof required upon certain convictions.
1. Whenever the director, under any law of this state, suspends or revokes the license of any person upon receiving record of a conviction or a forfeiture of bail or revokes the license of any person pursuant to chapter 321B, the director shall also suspend the registration for all motor vehicles registered in the name of the person, except that the director shall not suspend the registration, unless otherwise required by law, if the person has previously given or immediately gives and thereafter maintains proof of financial responsibility with respect to all motor vehicles registered by the person.
 2. Such license and registration shall remain suspended or revoked and shall not at any time thereafter be renewed nor shall any license be thereafter issued to such person, nor shall any motor vehicle be thereafter

registered in the name of such person until permitted under the motor vehicle laws of this state and not then unless and until he shall give and thereafter maintain proof of financial responsibility.

3. If a person is not licensed, but by final order or judgment is convicted of or forfeits any bail or collateral deposited to secure an appearance for trial for any offense requiring the suspension or revocation of license, or for operating an unregistered motor vehicle upon the highways, no license shall be thereafter issued to such person and no motor vehicle shall continue to be registered or thereafter be registered in the name of such person until he shall give and thereafter maintain proof of financial responsibility.
4. Whenever the director suspends or revokes a nonresident's operating privilege by reason of a conviction or forfeiture of bail, such privilege shall remain so suspended or revoked unless such person shall have previously given or shall immediately give and thereafter maintain proof of financial responsibility.
5. An individual applying for a motor vehicle license following a period of suspension or revocation under section 321.210A, 321.216 or 321.513 is not required to maintain proof of financial responsibility under this section.

321A.18 Alternate methods of giving proof. Proof of financial responsibility when required under this chapter may be given by filing:

1. A certificate of insurance as provided in section 321A.19 or section 321A.20, or;
2. A bond as provided in section 321A.24, or;
3. A certificate of deposit of money or securities as provided in section 321A.25.

321A.19 Certificate of insurance as proof.

1. Proof of financial responsibility may be furnished by filing with the director the written certificate of any insurance carrier duly authorized to do business in this state certifying that there is in effect a motor vehicle liability policy for the benefit of the person required to furnish proof of financial responsibility. Such certificate shall give the effective date of such motor vehicle liability policy, which date shall be the same as the effective date of the certificate, and shall designate by explicit description or by appropriate reference all motor vehicles covered thereby, unless the policy is issued to a person who is not the owner of a motor vehicle.

2. No motor vehicle shall be or continue to be registered in the name of any person required to file proof of financial responsibility unless such motor vehicle is so designated in such a certificate.

321A.24 Bond as proof

1. Proof of financial responsibility may be evidenced by the bond of surety company duly authorized to transact business within this state, or a bond with at least two individual sureties each owning real estate within this state, and together having equities equal in value to at least twice the amount of the bond, which real estate shall be scheduled in the bond approved by a judge or clerk of a court of record, which said bond shall be conditioned for payment of the amounts specified in section 321A.1, subsection 10. Such bond shall be filed with the director and shall not be cancelable except after ten days' written notice to the director. Such bond shall constitute a lien in favor of the state upon the real estate so scheduled of any surety, which lien shall exist in favor of any holder of a final judgment against the person who has filed such bond, for damages, including damages for care and loss of services, because of injury to or destruction of property, including the loss of use thereof, resulting from the ownership, maintenance, use, or operation of a motor vehicle after such bond was filed, upon the filing of notice to that effect by the director in the office of the proper clerk of court of the county where such real estate shall be located. Any individual surety so scheduling real estate security shall furnish satisfactory evidence of title thereto and the nature and extent of all encumbrances thereon and the value of the surety's interest therein, in such manner as the judge or clerk of the court of record approving the bond may require. The notice filed by the director shall, in addition to any other matters by him deemed to be pertinent, contain a legal description of the real estate so scheduled, the name of the holder of the record title, the amount for which it stands as security, and the name of the person in whose behalf proof is so being made. Upon the filing of such notice the clerk of the court of such county shall retain the same as part of the records of such court and enter upon the encumbrance book the date and hour of filing, the name of the surety, the name of the record titleholder, the description of the real estate, and the further notation that a lien is charged on such real estate pursuant to the notice filed hereunder. From and after the entry of the foregoing upon the encumbrance book all persons whomsoever shall be charged with notice thereof.
2. If such a judgment, rendered against the principal on such bond shall not be satisfied within sixty days after

it has become final, the judgment creditor may, for his own use and benefit and at his sole expense, bring an action or actions in the name of the state against the company or persons executing such bond, including an action or proceeding to foreclose any lien that may exist upon the real estate of a person who has executed such bond. An action to foreclose any lien upon real estate scheduled by any surety under the provisions of this chapter shall be by equitable proceeding in the same manner as is provided for the foreclosure of real estate mortgages.

321A.25 Money or securities as proof.

1. With respect to accidents occurring on or after January 1, 1981, and before January 1, 1983, proof of financial responsibility may be evidenced by the certificate of the state treasurer that the person named in the certificate has deposited with the treasurer forty thousand dollars in cash, or securities such as may legally be purchased by a state bank or for trust funds of a market value of forty thousand dollars; and with respect to accidents occurring on or after January 1, 1983, proof of financial responsibility may be evidenced by the certificate of the state treasurer that the person named in the certificate has deposited with the treasurer fifty-five thousand dollars. The state treasurer shall not accept the certificate unless accompanied by evidence that there are no unsatisfied judgments of any character against the depositor in the county where the depositor resides.
2. Such deposit shall be held by the state treasurer to satisfy, in accordance with the provisions of this chapter, any execution on a judgment issued against such person making the deposit, for damages, including damages for care and loss of services, because of bodily injury to or death of any person, or for damages because of injury to or destruction of property, including the loss of use thereof, resulting from the ownership, maintenance, use, or operation of a motor vehicle after such deposit was made. Money or securities so deposited shall not be subject to attachment or execution unless such attachment or execution shall arise out of a suit for damages as aforesaid.

321A.29 Duration of proof--when proof may be canceled or returned.

1. The director shall upon request consent to the immediate cancellation of any bond or certificate of insurance, or the director shall direct and the state treasurer shall return to the person entitled thereto any money or securities deposited pursuant to this chapter as proof of financial responsibility, or the director shall waive the

requirement of filing proof, in any of the following events:

- a. At any time after two years from the date such proof was required when, during the two-year period preceding the request, the director has not received record of a conviction or a forfeiture of bail which would require or permit the suspension or revocation of the license, registration, or non-resident's operating privilege of the person by or for whom such proof was furnished; or
 - b. In the event of the death of the person on whose behalf such proof was filed or the permanent incapacity of such person to operate a motor vehicle; or
 - c. In the event the person who has given proof surrenders his license and registration to the director.
2. Provided, however, that the director shall not consent to the cancellation of any bond or the return of any money or securities in the event any action for damages upon a liability covered by such proof is then pending or any judgment upon any such liability is then unsatisfied, or in the event the person who has filed such bond or deposited such money or securities has within one year immediately preceding such request been involved as an operator or owner in any motor vehicle accident resulting in injury or damage to the person or property of others. An affidavit of the applicant as to the nonexistence of such facts, or that he has been released from all of his liability, or has been finally adjudicated not to be liable, for such injury or damage, shall be sufficient evidence thereof in the absence of evidence to the contrary in the records of the director.
3. Whenever any person whose proof has been canceled or returned under paragraph c. of subsection 1 of this section applies for a license or registration within a period of two years from the date proof was originally required, any such application shall be refused unless the applicant shall re-establish such proof for the remainder of the two-year period.

321B Implied Consent Law

This chapter was repealed in 1986 by the Seventy-first General Assembly and its provisions modified and entered in the Code as Chapter 321J which contains the drinking driver and implied consent laws. The enactment also applies to the following sections: 123.151; 217A.30; 307.27; 321.178, 191, 196, 210, 213, 218, 228, 233, 261-277, 280, 555; 321A.17; 331.653; 602.8102; 707.6A; 902.3, 9; 907.3; and 912.1.

3.9 IOWA ADMINISTRATIVE CODE

The following rules detail the provisions of an approved moped rider education course.

670--6.12(257) MOTORIZED BICYCLE EDUCATION.

6.12(1) Course Approval. An approved course shall consist of a minimum of six (6) clock hours of classroom instruction or completion of a classroom course which includes the instructional components contained in 6.12(2).

- A. Motorized Bicycle driving experiences in addition to classroom instruction are permissible, but not required.
- B. Any school district, area education agency, merged area school, other agency or individual planning to offer a motorized bicycle education course, must receive course approval prior to beginning. Application and analysis forms are provided by the Department of Education.

6.12(2) Course content. The following instructional components shall be incorporated in every motorized bicycle education course.

- A. Operator and Motorized Bicycle
 - 1. Knowledge of Iowa driving laws
 - 2. Knowledge of vehicle registration requirements
 - 3. Vehicle inspection
 - 4. Protective clothing and devices
 - 5. Risk assessment
 - 6. Route selection
- B. Basic Control Skills
 - 1. Starting procedures
 - 2. Speed controls
 - 3. Turning
 - 4. Stopping
- C. Safe Driving Practices
 - 1. Use of lights and warning devices
 - 2. Signalling
 - 3. Maintaining directional control
 - 4. Perception skills and seeing
 - 5. Use of mirrors
 - 6. Hazards recognition
 - 7. Speed control
 - 8. Lane positioning
 - 9. Intersection concerns and conflicts
 - 10. Following distances
 - 11. Lateral separation
 - 12. Overtaking and passing techniques

- D. Complex situations
 - 1. Limited visibility
 - 2. Adverse weather
 - 3. Critical situations
 - 4. Malfunctions

- E. Motorized Bicycle Care
 - 1. Inspection
 - 2. Maintenance

6.12(3) Evaluation. Each student shall be evaluated to determine successful completion of the course.

6.12(4) Teacher Qualifications. Teachers of an approved motorized bicycle education course shall possess a valid Iowa operator's or chauffeur's license and be able to operate a motorized bicycle.

3.10. AUDIO CASSETTES

The use of cassette tape recordings can enhance the instructional presentations and increase the variety and be productive in fostering attention and understanding. Tapes of various elements could be recorded using different voices. One could use an insurance agent for talking about insurance; a state trooper or local police officer on certain points of the law; perhaps a judge or attorney on the financial responsibility law. However, it is strongly recommended that not all instruction be done with tape recordings.

3.11. VIDEO CASSETTES

Video cassette recordings can add a new dimension to instruction. Filming of high hazard intersections and other dangerous driving locations can be done locally to create awareness and at the same time address the need for knowing how to respond to them.

Some videos already produced could be used to advantage especially in the areas of perception and operating in traffic. The Motorcycle Safety Foundation has these concepts available on video tape and film.

3.12. FILMS

Motion picture films are recommended if they add interest and value to the instructional process. Films of a general nature probably would be of little value because the laws of moped operation vary from state to state.

Specific topics likely would be more effective and several are suggested in item 3.15.

3.13. WHAT'S YOUR MOPED INTELLIGENCE QUOTIENT (M.I.Q.)?

This brochure has undergone recent updating and is available in quantity without cost as long as the current supply lasts. It contains 15 questions and answers that pertain to safe and legal moped operation in Iowa. It is not designed to be a model test, but could be used as a pretest to ascertain general levels of knowledge or as a handout to students and their parents.

3.14. PRINTED MATERIALS

The following resources are referenced to provide additional or indepth information that could be useful as instructional or reference materials.

Code of Iowa, Section 321, State of Iowa, Printing Division, Department of General Services, Grimes State Office Building, Des Moines, Iowa 50319. Contains motor vehicle and moped laws.

Iowa Accident Facts (published annually), Office of Driver Services, Iowa Department of Transportation, Lucas State Office Building, Des Moines, Iowa 50319.

Learn the Big 5 of Moped Safety and Pleasure, Moped Association of America, 1001 Connecticut Avenue, N.W., Washington, D.C. 20036. This publication addresses five factors which affect the safe operation of mopeds - the moped, the road, the operator, the other person and the weather.

The Moped Report, Ohio Department of Education, 65 Front Street, Room 811, Columbus, Ohio 43215. Contains the "state of the art" of the moped in the United States and analyses of issues related to the moped and its impact on traffic safety.

Moped Safety, American Honda Motor Company, 100 West Alondra Boulevard, Gardena, California 90247. This comprehensive brochure covers many of the basics of moped operation including rider preparation, moped preparation, starting and operating procedures, braking techniques, driving strategies and moped maintenance. Available from Honda dealers.

Moped Task Analysis, National Public Services Research Institute, 123 N. Pitt Street, Alexandria, Virginia 22314. This publication contains the results of research conducted to identify the operational concerns of a moped, the respective criticality of the various tasks of operation and the instructional objectives desirable for moped education programs. Available from National Highway Traffic Safety Administration, U. S.

Department of Transportation, 400 7th Street, SW,
Washington, D.C. 20590.

What's Your Moped Intelligence Quotient?, Bureau of Instruction and Curriculum, Department of Education, Grimes State Office Building, Des Moines, Iowa 50319-0146. This brochure focuses attention on safe and legal aspects of moped operation utilizing a format of 15 questions and answers.

3.15. OTHER RESOURCES

Super Seven - A 15-minute slide-cassette program that was developed from the Moped Task Analysis by the National Public Services Research Institute utilizes the dialogue technique involving teenagers. Recommended for teenagers. Available from National Highway Traffic Safety Administration, U.S. Department of Transportation, Washington, D.C. 20590 or National Public Services Research Institute, 123 North Pitt Street, Alexandria, Virginia 22314.

Seven Steps to Survival - A 10-minute slide cassette program which is a condensed version of Super Seven utilizing a narration rather than dialogue. Recommended for adults. Available from National Highway Traffic Safety Administration, U.S. Department of Transportation, Washington, D.C. 20590 or National Public Services Research Institute, 123 North Pitt Street, Alexandria, Virginia 22314.

Helmets - This 25 minute 16mm color film raises the most talked about issues concerning helmet use -- hearing, peripheral vision, neck injury, the rider's environment, helmet design, construction and testing. It is available from VISUCOM, P.O. Box 5472, Redwood City, CA 94063, phone 415/364-5566. This film is available for preview, rent or purchase.

Motorcycle Safety Helmet Effectiveness - This 22 minute 16mm color film presents the results of the research study conducted at the University of Southern California which was entitled "Motorcyclist Accident Cause Factors and Identification of Countermeasures." It has also been made available on video tape. Copies may be purchased as long as current supply exists from the National Highway Traffic Safety Administration, U.S. Department of Transportation, 400 Seventy Street, S.W., Washington, D.C. 20590.

It is also available on a free loan basis from Modern Talking Picture Service, 5000 Park Street North, St. Petersburg, Florida 33709, phone 813/541-5763.

3.16. MOPEDS

It is possible to conduct a moped rider education course

without using a moped if only classroom instruction is scheduled. However, it could be productive to have a moped or two for student observation and teacher demonstration. Iowa law does not require a moped to have pedals although they may, so each type might be beneficial for students to view.

3.17. RIDING SESSIONS

For those courses that include actual riding of mopeds the following information is presented.

3.17.1. Contracts

If loaned or leased mopeds are used in a moped rider education program, a written agreement should be made by the program sponsor and the moped dealer providing the mopeds. Basic provisions should cover the responsibilities of each party as they pertain to acquisition, use, care, repair, maintenance, storage and return of the mopeds. Be certain to review the insurance and financial responsibility factors which apply to both owners and users of mopeds.

A copy of a model contract is included which can be reproduced or modified to meet different circumstances.

MOPED LOAN AGREEMENT

Dealer Name _____

Address _____

DEALER AGREES TO:

1. Provide without cost to the sponsor the mopeds identified below which are legally equipped and in safe operating condition.

MOPED INFORMATION

NUMBER OF MOPEDS: _____

Unit	Model	Identification #	Unit	Model	Identification #
1	_____	_____	4	_____	_____
2	_____	_____	5	_____	_____
3	_____	_____	6	_____	_____

AGREEMENT PERIOD FROM _____ TO _____

.....

Sponsor Name _____

Address _____

SPONSOR CERTIFIES:

1. The mopeds will be used exclusively for a moped rider education program approved by the Iowa Department of Education.
2. The teacher possesses a valid operator's or chauffeur's license.
3. Student operation of the mopeds will be only in the presence of and under the direct supervision of an approved moped rider education teacher.
4. Approved safety helmets will be worn by all persons on a moped while it is in motion or likely to be set in motion.
5. Mopeds will be serviced and maintained according to the Owner's Manual.
6. Appearance of mopeds will be appropriately maintained.
7. Mopeds will be insured in amounts agreed upon by both sponsor and dealer.
8. Mopeds will be garaged and properly secured.
9. A joint inspection of mopeds will be made upon receiving and returning mopeds. The sponsor will pay for any servicing and repairs mutually agreed upon as necessary in order to restore to original condition except for normal wear.

Dealer Signature _____ Date _____

Sponsor Signature _____ Date _____

3.17.2. Joint Inspection

A joint inspection by both sponsor and dealer of each loaned moped upon delivery from and return to the dealer should be conducted. A copy is included for reproduction and use.

JOINT INSPECTION REPORT

Moped Rider Education Program

Make _____ Model _____ License # _____

Odometer Reading _____ Serial # _____

Please indicate with a check () each item which is in satisfactory condition; otherwise note existing defects.

Item	When: Received from Dealer	Returned to Dealer
1. Frame		
2. Forks		
3. Shocks		
4. Saddle		
5. Handlebars		
6. Fenders		
7. Tires & Pressure		
8. Rims		
9. Spokes		
10. Chain/Belt/Shaft		
11. Muffler & Pipes		
12. Center Stand		
13. Gas tank & cap		
14. Gas Supply		
15. Oil Supply		
16. Mirrors (number 1/2)		
17. Pegs/Pedals		
18. Brake Levers		
19. Starting Lever		
20. Switches		
21. Lights & Lenses		
22. Horn		
23. Throttle		
24. Cables		
25. Choke		
26. Reflectors		
27. Paint		
28. Leaks		
29. Tool kit		
30. Accessories		
31. Keys (indicate #)		
32. Other:		
33. Others:		

SCHOOL _____ DEALER _____

City _____ City _____

Signatures: _____ ()
Original Inspection (date) Original Inspection

Signatures: _____ ()
Final Inspection (date) Final Inspection

3.17.3. Facilities

Facilities for the classroom instruction should include a classroom of adequate size with temperature and ventilation control, proper lighting and a sufficient number of desks and chairs or desk-type chairs. Also, room darkening capability should exist to facilitate use of visual projection and presentations.

Audio-visual equipment should be available. This would include a tape recorder, chalk board, overhead projector, slide projector, a 16mm film projector and possibly a video tape recorder-player and a television monitor.

An off street instruction area could be a specially constructed driving range, an existing parking lot or some other designated area. The area should be restricted to use by only the moped rider education course participants during times of instruction.

3.17.4. Equipment

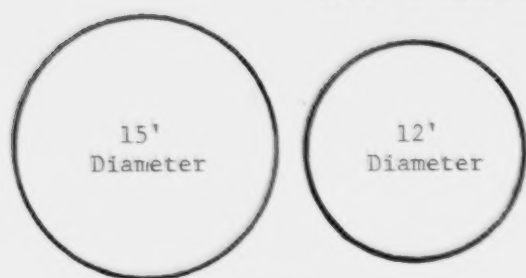
If a program is designed to offer actual operation of mopeds, the following additional equipment is recommended:

- Communication system - bull horn or radios
- Tool kit - standard and metric
- Fire extinguisher
- First aid kit
- Gasoline and oil cans
- Helmets and face shields
- Mopeds
- Vests - (high visibility - for use on street - also identification as "student driver")
- Traffic cones (4" - 6")

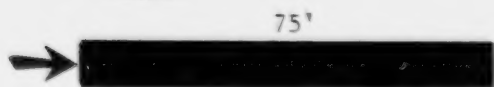
3.17.5. Moped Rider Skill Exercises

(See the following graphics.)

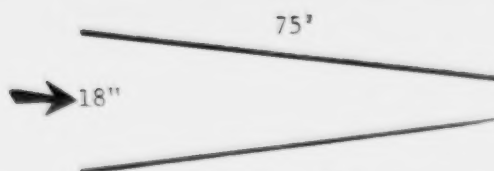
MOPED SKILL EXERCISES



CIRCLE DRIVE - stay within the circle. Go both directions. Use larger circle first.



STRAIGHT LINE DRIVE - stay on the line.



FUNNEL DRIVE - stay between lines.

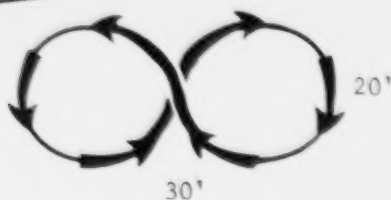


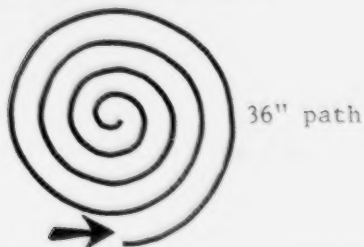
FIGURE EIGHT DRIVE - stay inside of lines. Go either direction.



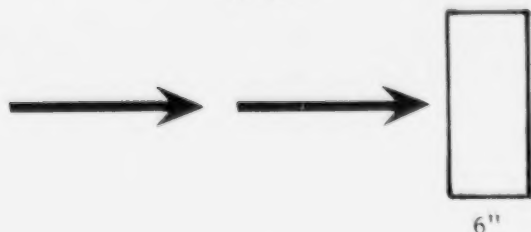
OFF-SET WEAWE - go around each one.



U-TURNS - make right and left turns.



SPIRAL DRIVE - follow and stay between lines from outside to center.



CONTROLLED STOP - stop with front tire inside box from speeds of 10 MPH and 15 MPH.

3.18. DRIVER'S LICENSES

The teacher of an approved moped rider education course must possess a valid Iowa operator's or chauffeur's license. The student who enrolls in a course offering only classroom instruction does not need an instruction permit or driver's license of any type. If off street operation of mopeds is conducted, the student does not need a driver's license as long as it is done on private property. (See Section 321.1, the Code.)

Generally there are three types of licenses that authorize the holder to operate a moped on Iowa streets and highways - an operator's license, a chauffeur's license or a moped license (see 321.189, .193, .194, the Code).

There are three types of licenses which alone do not authorize the holder between the ages of 14 and 16 years to operate a moped on Iowa streets and highways - an instruction permit, a minor's school license or a minor's restricted license (see section 321.178, .189, .194, the Code).

3.19. FINANCIAL RESPONSIBILITY

Being financially responsible for one's actions with a motor vehicle is required by Iowa law. This does not mean that insurance is required, but that is one way that financial responsibility can be satisfied. Financial responsibility relates to both the owner and operator of a motor vehicle. (See Section 321A, the Code.)

3.20. WAIVER FORM

The following form may serve as a model and be reproduced or modified to fit specific needs that are characteristic of your course.

Use of a waiver form is recommended whenever a course is offered that involves the actual operation of mopeds by students.

The primary purpose of using a waiver is to convey that a risk factor is involved and anyone signing such acknowledges awareness of that fact.

MOPED RIDER EDUCATION COURSE WAIVER FORM

This form must be completed, signed, and given to your instructor prior to beginning your on-moped instruction.

Participants under the age of 18 years must have the signed approval of a parent or legal guardian to enroll in this moped rider education course.

NAME: _____
(first) (middle) (last)

ADDRESS: _____

PHONE: () _____ DATE OF BIRTH: _____

RELEASE, WAIVER AND INDEMNIFICATION

The undersigned participant and his/her parent or legal guardian (if under the age of 18 years) does hereby execute this release, waiver and indemnification for him/her self and his/her heirs, successors, representatives and assigns; and hereby agrees and represents as follows:

To release the _____, its members,
(sponsor's name)

employees, agents, representatives and those governmental agencies and other organizations affiliated with this course from any and all liability, loss, damage, costs, claims and/or causes of action, including but not limited to all bodily injuries and property damage arising out of participation in the moped rider education course referred to above, it being specifically understood that said program includes the operation and use by the undersigned participant and others of mopeds. The undersigned further agrees to indemnify the _____

(sponsor's name)

its employees, members, agents, representatives and those governmental agencies and other organizations affiliated with this program, and hold them harmless for any liability, loss, damage, cost, claim, judgment or settlement which may be brought or entered against them as a result of the undersigned's participation in said program. This indemnification shall include attorneys' fees incurred in defending against any claim or judgment and incurred in negotiating any settlement. It is understood and agreed that the undersigned shall have the opportunity to consent to any such settlement, provided, however, that such consent shall not be unreasonably withheld.

(Signature of Participant)

(Date)

(Signature of parent or legal guardian if participant
under the age of 18 years.)

(Relationship)

3.21. EVALUATION ITEMS

The following items are suggestive of some of the concepts which are included in the course that should be understood by students completing the course. They can be used to develop test questions or review points.

A specific or standardized test has purposely been avoided. It is felt that individual teachers can develop tests that would be more relative to their students and that are based more correspondingly to the actual course instruction and the teaching emphasis involved.

A. Operator and Motorized Bicycle

1. Knowledge of Iowa driving laws:
 - a. When do you need to stop for a stopped school bus?
 - b. When don't you need to stop for a stopped school bus?
 - c. Will convictions of violations committed with a moped affect a person's driving record?
 - d. What amounts of insurance coverage does Iowa law require of moped owners?
 - e. Consider the items contained in "What's Your Moped Intelligence Quotient?"
2. Knowledge of vehicle registration:
 - a. Does a moped need to be registered in Iowa to operate on public streets and highways?
 - b. Does a moped need to be registered in Iowa to operate in off street areas?
 - c. Does a moped need to be licensed?
 - d. How does registration and/or licensing benefit the owner of a moped?
3. Vehicle Inspection:
 - a. Does Iowa law require that mopeds be inspected annually?
 - b. What are the benefits of inspecting a moped prior to riding it?
 - c. Which item is of primary importance and should be checked prior to every ride?
4. Protective Clothing:
 - a. Can wearing protective clothing reduce fatigue?
 - b. Can wearing protective clothing reduce the severity of injury?
 - c. Can wearing protective clothing protect against wind, weather, water and temperature?
 - d. Which is the most important part of your body to protect when riding a moped?

5. Risk Assessment:
 - a. Is riding a moped a greater or lesser risk than riding a bicycle?
 - b. Is riding a moped a greater or lesser risk than driving a car?
 - c. Is riding a moped a greater or lesser risk than riding a motorcycle?
 - d. Where is it most dangerous for mopeds to be operated?
 - e. Where do the most mopeds conflict with other motor vehicles?
6. Route Selection:
 - a. How can route selection contribute to a safer ride?
 - b. Should traffic conditions be considered in selecting a route?
 - c. How might time affect a safe route determination?
 - d. How would daylight or darkness affect route selection?
 - e. What factors of route selection are different for drivers of mopeds than for cars?

B. Basic Control Skills

1. Starting Procedures
 - a. Are the starting procedures identical for mopeds having pedals and those having pegs?
 - b. Should the engine stop switch be used routinely or only in emergency situations?
 - c. Should the same starting procedures be repeatedly practiced?
2. Speed Control
 - a. In general street riding, which lane position might consistently be the safest?
 - b. Is it safer to ride with the traffic flow or turn off and use a less busy street?
 - c. Why is it against the law to drive slow in higher speed areas if it causes other traffic to slow down?
3. Turning
 - a. What is the relationship of speed to turning?
 - b. How does the balance factor affect turning?
 - c. What is the effect of entering a turn at too great a speed?
4. Stopping
 - a. Which brake lever operates the front

- brake?
- b. Why should both brakes be used in normal stopping?
- c. Should the front or rear brake be activated first or both used simultaneously?

C. Safe Driving Practices

1. Use of lights and warning devices
 - a. Is conspicuity increased or decreased by riding with the headlight on in the daytime?
 - b. What is the danger of using turn signal lights on mopeds equipped with pedals?
 - c. What is the hazard factor of using turn signal lights in the daytime?
 - d. What is the audible range of a moped horn?
2. Signaling
 - a. When does the law require signaling?
 - b. Whose safety is enhanced by signaling?
 - c. How is the stop light activated on a moped?
3. Maintaining directional control
 - a. What is the relationship of speed and balance?
 - b. How does using hand signals affect balance?
 - c. What is the relationship of leaning and speed as it pertains to turning?
4. Perception skills and seeing
 - a. How does a moped rider avoid staring?
 - b. How does a moped rider eliminate the blind spots?
 - c. How does a moped rider counter the effects of wind pressure on the eyes?
5. Use of mirrors
 - a. Why are two better than one?
 - b. Convex mirrors have what effect on blind spots?
 - c. When is the most appropriate time to adjust the mirrors on a moped?
6. Hazards recognition
 - a. What types of hazards are important for a moped rider to know?
 - b. Why is identifying hazards so critical to safe operation?
 - c. How can most hazards be identified?
7. Speed Control

- a. What factors need to be considered in the selection of appropriate speeds?
 - b. What effect does gravity have on the speed of mopeds?
 - c. What consideration should be made to speed adjustment when approaching intersections?
8. Lane positioning
- a. What factors affect the choice of lane position?
 - b. Which lane offers the best line of sight or visibility when riding straight ahead?
 - c. Which lane usually offers more hazards to moped riders?
9. Intersection concerns and conflicts
- a. Why are intersections of particular concern to moped operators?
 - b. Where does the greatest percentage of accidents involving a moped and another motor vehicle occur?
 - c. What hazards are created by pedestrians at intersections?
10. Following distances
- a. What effect does increasing speed have on following distance?
 - b. What are the advantages of using the "2 second system" for determining a safe following distance?
 - c. How does a moped rider maintain a safe following distance from traffic to the rear?
11. Lateral separation
- a. Why is it necessary to maintain a space cushion to the sides as well as to the front and the rear?
 - b. What side hazards should a moped rider be able to recognize?
 - c. When would it become necessary for a moped rider to adjust speed in combination with a lane change?
12. Overtaking and passing techniques
- a. What hazards exist when passing another motor vehicle?
 - b. What hazards exist when being passed by another motor vehicle?
 - c. Is it safe and legal to pass another moped within the same lane?

D. Complex situations

1. Limited visibility
 - a. How do hillcrests limit visibility?
 - b. How does sunlight limit visibility?
 - c. What adjustments does a wise moped rider make when riding at night?
 2. Adverse weather
 - a. How may visibility be affected by weather and atmospheric conditions?
 - b. How are surface conditions affected by weather?
 - c. How may a moped rider be affected by the weather?
 3. Critical situations
 - a. What are the elements that might create a critical situation?
 - b. Why must a moped rider know his shortest stopping distance?
 - c. When might it be advisable to drive off the road?
 4. Malfunctions
 - a. What is likely to malfunction on a moped?
 - b. What hazard exists when the gas supply is exhausted?
 - c. What preventative measures can a moped rider take to avoid or reduce the likeliness of a malfunction?
- E. Motorized bicycle care
1. Inspection
 - a. Which items should be periodically checked to ensure safe operation?
 - b. Which items should be inspected prior to each ride?
 - c. What is the hazard of an oil or gas leak?
 2. Maintenance
 - a. Which items require regular maintenance at periodic intervals?
 - b. What are the correct procedures for lubricating the brake cables?
 - c. How can one determine if a spark plug should be replaced?

3.22. PROGRAM EVALUATION

Programs should be evaluated periodically to assure that student and program objectives are being achieved. Students could be surveyed to obtain their perspective and to identify any individual concerns or additional concepts not included in the current course.